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# REPORT OF THE INTERGOVERNMENTAL GROUP TO MONITOR THE SUPPLY AND SHIPPING OF OIL AND PETROLEUM PRODUCTS TO SOUTH AFRICA*

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* The present document is a mimeographed version of the report of the Intergovernmental Group to Monitor the Supply and Shipping of Oil and Petroleum Products to South Africa. It will be issued subsequently in final form as Official Records of the General Assembly, Forty-seventh Session, Supplement No. 43 (A/47/43).

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LETTER OF TRANSMITTAL

5 November 1992

Excellency,

I have the honour, in accordance with paragraph 5 of General Assembly resolution 46/79 E of 13 December 1991, to transmit herewith the report of the Intergovernmental Group to Monitor the Supply and Shipping of Oil and Petroleum Products to South Africa, which was adopted on 5 November 1992.

On behalf of the Group, I would like to request that this report be issued as a document of the General Assembly and the Security Council.

Accept, Excellency, the assurances of my highest consideration.

(Signed) Anthony B. NYAKYI
Chairman
Intergovernmental Group to Monitor
the Supply and Shipping of Oil and
Petroleum Products to South Africa

His Excellency
Mr. Boutros Boutros-Ghali
Secretary-General
United Nations

# I. INTRODUCTION

1. The Intergovernmental Group to Monitor the Supply and Shipping of Oil and Petroleum Products to South Africa was established by the General Assembly in its resolution 41/35 F of 10 November 1986. Since then the Intergovernmental Group's work has been endorsed by the General Assembly, most recently in its resolution 46/79 E of 13 December 1991. The Intergovernmental Group consists of the following Member States: Algeria, Cuba, Indonesia, Kuwait, New Zealand, Nicaragua, Nigeria, Norway, Ukraine and the United Republic of Tanzania. At its meeting on 14 January 1992, the Intergovernmental Group re-elected Mr. Anthony B. Nyakyi (United Republic of Tanzania) as Chairman and Ms. Nabeela Al-Mulla (Kuwait) as Vice-Chairman, and elected Mr. Rolf E. Fife (Norway) as Rapporteur for the current year.

2. Representatives of the liberation movements of South Africa, namely, the African National Congress of South Africa (ANC) and the Pan Africanist Congress of Azania (PAC), have participated in the meetings of the Intergovernmental Group as observers. The Intergovernmental Group, since its inception, has cooperated with the Organization of African Unity (OAU) and other intergovernmental and non-governmental organizations.

3. Since its report to the General Assembly at its forty-sixth session, 1/ the Intergovernmental Group has continued its work following the same lines as in previous years. It has considered information received on alleged violations and port calls in South Africa of ships that have the capability of carrying oil and petroleum products. The cases investigated are categorized in four groups. First, cases of alleged violations of the oil embargo against South Africa from 1987 to 1991 are contained in annex I. The second category represents cases of alleged violations of the oil embargo in 1991 (and some related to previous years) that were investigated in 1992. These cases are contained in annex II. The third category comprises the cases of ships capable of carrying oil or petroleum products that called at South African ports in 1989 and 1990. These cases were investigated in 1990 and 1991 and are contained in annex III. Cases of ships from the same category that called at South African ports in 1991 are contained in annex IV. Annexes I to IV are contained in addendum I to the present report.

4. The Intergovernmental Group is maintaining contacts with Governments, intergovernmental and non-governmental groups on all questions that fall under its mandate. The Intergovernmental Group highly appreciates the cooperation extended by those Governments which have responded to its communications and investigated the cases of alleged violations of the oil embargo against South Africa, or cases of calls at South African ports by ships capable of carrying oil or petroleum products. The contributions of non-governmental groups have been especially valuable to the work of the Group.

5. The Intergovernmental Group has closely followed developments in South Africa and particularly the process of negotiations to find a peaceful end to apartheid and the establishment of a united, democratic and non-racial South Africa. The Group was also alarmed by the continuing violence in that country, loss of life of large numbers of innocent civilians and the inability of the parties concerned, in particular the South African authorities, effectively to stop the violence, which has led to a prolonged interruption in the negotiation process towards a democratic and non-racial South Africa.

6. The Intergovernmental Group welcomes the initiative taken by the African Group at the United Nations to bring the issue of violence in South Africa before the Security Council. It also supports the efforts of the Secretary-General and his Special Representative. The Intergovernmental Group expresses the hope that steps taken in implementation of Security Council resolutions 765 (1992) and 772 (1992) will contribute to ending the violence and the resumption of negotiations with wide political participation.

7. The Intergovernmental Group expresses the hope that the South African authorities will take effective steps to stop the violence, release all remaining political prisoners, solve the issue of political exiles and abrogate remaining repressive legislations and regulations. In addition, the Government of South Africa must act in good faith while conducting constitutional negotiations with representatives of the Black majority.

8. The Intergovernmental Group has always maintained that the premature lifting of sanctions, particularly the oil embargo against South Africa, will not be helpful to the efforts of the international community to end apartheid and efforts aimed at establishing a united, democratic and non-racial South Africa. Against this background, the Chairman of the Intergovernmental Group issued a statement on 16 April 1992 concerning the decision of the European Economic Community (EEC) to lift its ban on the supply of crude oil to South Africa. A copy of that statement was transmitted to the Permanent Representatives of the States members of EEC to the United Nations. On 5 May 1992, the Permanent Representative of Portugal replied to the Chairman on behalf of EEC. The matter will be dealt with in the chapter on the status of the oil embargo against South Africa.

9. The Intergovernmental Group has continued to carry out activities in fulfilment of its mandate, including maintaining close contacts with Governments and intergovernmental and non-governmental organizations. On 3 April 1992, the Chairman of the Intergovernmental Group, bearing in mind the desire to maintain a close cooperation with OAU, forwarded a copy of the model law on the oil embargo against South Africa to the Executive Secretary of OAU with the request that it be commended to the African States.

10. The Intergovernmental Group took note of contacts between South Africa and some African States aimed at establishing cooperation among them regarding oil trade. The Group, while realizing that those African States may be in dire need of assistance in the field of energy, urges them to continue to observe the oil embargo, including avoiding cooperation with South Africa in matters relating to oil and energy, until there is a profound and irreversible change in South Africa in accordance with the Declaration on Apartheid and its Destructive Consequences in Southern Africa (resolution S-16/1, annex).

11. The Intergovernmental Group has been striving to ensure effective observance of a voluntary embargo of the supply and shipping of oil and petroleum products to South Africa. This task is complementary to other efforts by the international community, which has determined to follow a strategy of pressure and encouragement to induce the South African authorities towards the eradication of apartheid and to enter into negotiations with the representatives of the Black majority for the elimination of apartheid and the establishment of a united, democratic and non-racial South Africa.

12. The present report was adopted by the Intergovernmental Group at its 14th meeting, held on 5 November 1992.

## II. STATUS OF THE OIL EMBARGO AGAINST SOUTH AFRICA

13. Since February 1990, when the South African authorities adopted a number of measures aimed at the eradication of apartheid and towards negotiations with the representatives of the Black majority, major developments have taken place within and outside South Africa. As will be recalled, the Declaration on Apartheid and its Destructive Consequences in Southern Africa of 1989 was adopted by the General Assembly by consensus and contains principles to guide Member States in relation to the process of the eradication of apartheid and the establishment of a united, democratic and non-racial South Africa. The General Assembly has also reaffirmed by consensus those principles in subsequent resolutions affirming the principles contained in the Declaration. In the meantime, the strategy of phased lifting of sanctions has gained wide support within the international community. According to that strategy, sanctions against South Africa are to be lifted in accordance with the progress achieved towards the eradication of apartheid and the establishment of a united, democratic and non-racial South Africa.

14. In spite of the above, a number of Governments have taken measures to lift the oil embargo. The Intergovernmental Group finds the lifting of the oil embargo premature. In terms of General Assembly resolution 46/79 E, it urges the importance of maintaining the oil embargo "until there is clear evidence of profound and irreversible changes, bearing in mind the objectives of the Declaration on Apartheid and its Destructive Consequences in Southern Africa, such as the adoption of a non-racial and democratic constitution for a free South Africa". Indeed, the Intergovernmental Group has long maintained the most effective way to enforce the embargo to be the adoption by the Security Council of a mandatory embargo under relevant provisions of the Charter of the United Nations.

15. At the meeting of the Intergovernmental Group held on 14 January 1992, the Chairman stated:

> "Both Mr. Nelson Mandela, the President of the African National Congress, and Mr. Clarence Makwetu, the President of the Pan Africanist Congress of Azania, have emphasized that the oil embargo against South Africa, along with the arms embargo, should be among the last sanctions against South Africa to be lifted. This means that the oil embargo will be lifted only when a new constitution for a democratic and non-racial South Africa has been adopted. Having said this, I would hasten to add that in these, as in all matters of human relations, a certain amount of flexibility is to be expected. If, for example, there is satisfactory progress on the transitional arrangements, and if the liberation movements of South Africa feel that lifting the oil embargo would be conducive to peaceful progress towards ending apartheid, the Intergovernmental Group will definitely review the situation and recommend appropriate action by the General Assembly."

Therefore, the Intergovernmental Group does not consider the question of the oil embargo against South Africa in a rigid context. It stands ready to consider the lifting of the oil embargo against South Africa once the necessary conditions are established.

16. In view of the above, the Chairman of the Intergovernmental Group issued a statement on 16 April 1992 concerning the decision of EEC to lift the ban on the supply of oil to South Africa in which he stated:

> "I wish to express regrets at the decision of 6 April of the Council of Ministers of the European Community at Luxembourg to lift the ban on the export of oil to South Africa, which had been imposed in September 1985. In this context, I refer particularly to resolution 46/79 E of 13 December 1991 on the oil embargo against South Africa. ... While recognizing that some progress has been made in South Africa, it must be emphasized that neither an agreement on transitional arrangements nor on a new non-racial democratic constitution has been achieved. Against that background, it is regrettable that the European Community has decided to lift the oil embargo since this decision, as any premature decision on sanctions at this time tends to support one party only - the South African Government - in the negotiations conducted within the Convention for a Democratic South Africa (CODESA) rather than the CODESA process as a whole. ... The strategy of pressure and encouragement which emerged as the consensus of the international community regarding South Africa, and which the Intergovernmental Group has consistently supported, should be maintained. Accordingly, the oil embargo or other comparable policies against South Africa concerning the prohibition on the supply and shipping of oil and petroleum products to South Africa should be maintained and lifted only when the appropriate conditions as set forth in the Declaration on Apartheid and its Destructive Consequences in Southern Africa, which was adopted by consensus in 1989, are met."

17. On 16 April 1992, the Chairman forwarded the statement to the Permanent Representatives of the States members of EEC to the United Nations. In the covering letter, the Chairman stated:

> "I would like in this context to appeal to the individual members of the European Community to continue to respect the ban on the supply of oil to South Africa for the time yet needed to ensure that the process initiated in the Convention for a Democratic South Africa is irreversible. Furthermore, in order to maintain the international consensus in this regard, and since the oil embargo against South Africa is observed by many States, and oil trade is very closely linked internationally, I hope that any decision taken by the European Community will not adversely affect the policies of other States which are still determined to maintain the oil embargo against South Africa until profound and irreversible changes take place in that country as agreed by the whole international community in relevant General Assembly resolutions. I am looking forward to receiving your positive response and the cooperation of your Government in this regard."

18. On 5 May 1992, the Chairman received a reply from the Permanent Representative of Portugal, President of EEC, in which it was stated:

> "Following very positive developments which have taken place in the framework of the Convention for a Democratic South Africa, the Community and its Member States decided to lift the oil embargo implemented since 1985. This decision was adopted in accordance with the decision of the Rome European Council of December 1990 to review gradually the sanctions

adopted towards South Africa. The aim of this policy is to support the creation of a democratic South Africa and the well-being of all its people, and thus the Community and its Member States hope that the measures taken in the Luxembourg Council on April 6 will encourage further positive developments in South Africa, in particular the establishment of an interim government."

19. In view of the above, the Intergovernmental Group considers it essential that all Governments extend their cooperation in implementing relevant United Nations resolutions and in particular by responding to inquiries relating to its investigation of cases of alleged violations of the oil embargo and port calls in South Africa.

## III. ACTIVITIES OF THE INTERGOVERNMENTAL GROUP

20. As was the case in previous years, the major part of the work of the Intergovernmental Group is the collection of data on voyages of ships to South Africa, which strongly indicate that a delivery of oil or petroleum products took place. The Group gathers information from non-governmental organizations and the shipping industry on the movements of ships that might have violated the embargo. Inquiries are sent to Governments concerned in order to obtain information that would allow the Group to decide whether a prima facie case exists requiring further consideration. Once a response is received, the Intergovernmental Group examines closely all the information at its disposal. The Intergovernmental Group has always striven for the cooperation of all Governments concerned. Since 1987 the Intergovernmental Group has removed a number of cases of alleged violations from further consideration on the basis of one or more of the following criteria: (a) when the certificate of discharge submitted confirms the delivery of oil to ports other than those in South Africa; (b) when there is no oil-loading facility in the port concerned; and (c) when it is certified that the ship in question is not capable of transporting oil or petroleum products.

21. In the last three years, the Intergovernmental Group began to collect and examine its own information on port calls that may have resulted in possible deliveries of oil to South Africa. That initiative has supplemented the important contributions made by Governments and non-governmental organizations on the subject. The process helped to cover most cases of possible supply and shipping of oil and petroleum products to South Africa.

22. Below are the results of these two main investigating methods.

### A. Cases of alleged violations of the oil embargo reported between 1987 and 1992

23. The Intergovernmental Group has continued to follow up cases of alleged violations by communicating with Governments concerned requesting their cooperation in gathering information, with the purpose of shedding light as to the accuracy of information regarding each case.

24. During 1992 the Intergovernmental Group queried 78 cases of alleged violations that had occurred mainly during the past 12 months. There were 71 cases involving tankers with a total dead-weight ton capacity of over 16.8 million tons, with an additional 7 cases involving combination carriers with a total dead-weight ton capacity of over 700,000 tons. Most of the cases involved oil-producing States.

25. Since the previous report, substantive replies were received from a number of Governments. A summary of communications received from those Governments is given in section B of annex I to the present report (see addendum I). Documentation received was reviewed and the cases with sufficient evidence to dispel the allegations that the oil shipments in question had probably been delivered to South Africa were closed. The cases were consequently removed from annex I. The remaining cases, where sufficient evidence has not been received, have been included in section A of annex I, which contains 292 cases.

26. On 27 March 1992, notes verbales were sent to Governments concerned informing them of 67 cases of alleged violations reported in 1992 and requesting them to verify the information, or submit documentation indicating the contrary. Reminders concerning these cases were sent on 24 August 1992.

27. On 31 July 1992, the Intergovernmental Group sent notes verbales to Governments informing them of cases of alleged violations, thus bringing the total number of cases reported in 1992 to 78.

## B. Survey of port calls reported from 1990 to 1992

28. In 1990 and 1991 the Intergovernmental Group sent inquiries to the Governments concerned for a total of 473 cases of port calls that had occurred in the previous year and removed 87 cases from further consideration after receiving information from Governments that excluded the possibility of a delivery of oil or petroleum products. During 1992, the Intergovernmental Group removed another 18 cases from further consideration after receiving information from Governments. Those cases are listed in annex III to the present report (see addendum I).

29. In 1992 it collected information on an additional 252 voyages involving 165 ships, most of which took place in 1991.

30. The time-frame in this survey covers the equivalent of a chronological year. As was the case in the previous years, the majority of the cases involved ships registered in what the Intergovernmental Group has generally termed "oil-shipping States". One State was queried on 58 cases, another on 51 cases and a third on 42 cases. Twelve cases were removed from further consideration after receiving clarification from Governments concerned. Of the remaining cases, 149 involved tankers in the narrower sense, most of which normally carry petroleum products. The total dead-weight ton capacity of those tanker cases was about 1.78 billion tons. On 24 August 1992, reminders were sent concerning those cases.

## IV. CONCLUSIONS AND RECOMMENDATIONS

### A. Conclusions

31. Rapid political developments have occurred in South Africa since the adoption of the report of the Group last year. Some of those developments were positive, particularly the continuing conviction among the political parties in South Africa on the need for negotiations towards reaching an agreement both on interim measures and the establishment of a new, united, democratic and non-racial South Africa.

32. The international community has supported CODESA, although it is aware of the fact that not all the political parties in South Africa are participating in the process. CODESA has contributed to the achievement of agreement on a number of principles and steps. It is hoped that the South African authorities will take the necessary steps in cooperation with all political parties and in coordination with the United Nations to bring an end to the violence, thus enabling the negotiating process to resume.

33. The Intergovernmental Group is convinced that the oil embargo may be lifted when an interim government representing the majority of the population of South Africa has been established and when such a government requests the lifting of the embargo.

34. A premature lifting of the oil embargo against South Africa would be counter-productive and harm the negotiating process. It is against this background that the Group believes that the oil embargo against South Africa should be maintained for the time being.

35. The Intergovernmental Group considers it essential that Governments of oil-exporting States maintain their policies and regulations banning the export of oil and petroleum products to South Africa, particularly the restrictions on the final destination of their oil and petroleum products, including the demand and verification of certificates of discharge and other documentation to ensure that those commodities do not reach South Africa.

36. The Intergovernmental Group is also convinced that Governments of oil-shipping States, particularly those whose ships are involved in alleged violations of the oil embargo or in calls at South African ports, are in a position to assist the Intergovernmental Group in its investigation of those cases and port calls, verify information received from other parties on the same cases and ultimately strengthen the oil embargo imposed by all oil-exporting States against South Africa.

37. In view of the above, all Governments concerned, particularly oil-exporting and oil-shipping States, could make a great contribution to United Nations efforts to render the oil embargo more effective by cooperating with the Intergovernmental Group, adopting measures in their respective countries to prevent the supply and shipping of oil and petroleum products to South Africa and taking action to prevent their nationals from engaging in activities to violate the embargo.

## B. Recommendations

38. The Intergovernmental Group recommends to the General Assembly that it take note of the present report and endorse the following recommendations:

(a) Until there is clear evidence of profound and irreversible changes in South Africa, bearing in mind the objectives of the Declaration on Apartheid, to call upon States to maintain and enforce existing measures prohibiting the supply and shipping of oil and petroleum products to South Africa and to apply strictly the oil embargo or comparable policies on banning the supply and shipping of oil and petroleum products to South Africa;

(b) To request again all States to cooperate fully with the Intergovernmental Group, particularly in its investigation into the circumstances of alleged violations of the oil embargo or of port calls of ships capable of carrying oil and petroleum products, including, where necessary, the removal by Governments of legal impediments to such full cooperation;

(c) To call upon States to discourage ships capable of carrying oil or petroleum products in their national registries or owned or managed by companies or individuals under their jurisdiction from engaging in activities that give rise to violations of the oil embargo against South Africa;

(d) To endorse its activities as outlined in the present report and to provide it with the resources necessary to execute its programme of work.

## Notes

1/ Official Records of the General Assembly, Forty-sixth Session, Supplement No. 43 (A/46/43).

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# REPORT OF THE INTERGOVERNMENTAL GROUP TO MONITOR THE SUPPLY AND SHIPPING OF OIL AND PETROLEUM PRODUCTS TO SOUTH AFRICA

## Addendum

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ANNEX I

A. Ships and companies reported to have been involved in supplying oil to South Africa between 1987 and 1991

| Year or number | Name of ship (flag) | Registration ownership | Beneficial ownership | Managing company | Other companies involved | Port(s) of departure (date of departure) |
|---|---|---|---|---|---|---|
| 1987 | Actor (Liberia) | Actor Maritime Corp. (Liberia) | Mosvold Shipping Co. (Norway) | Federal Motorship Corp. (United States of America) | | Fateh Terminal, United Arab Emirates (9 April, 15 May and 30 Nov. 1986) |
| | -same as above- | -same as above- | -same as above- | -same as above- | | Mina al Fahal, Oman (11 April 1986) |
| 1988 | Actor (Liberia) | Actor Maritime Corp. | Mosvold Shipping Co. (Norway) | Federal Motorship Corp. | | Sirri Island, Islamic Republic of Iran (21 July 1985) |
| | | -same as above- | -same as above- | -same as above- | | Fateh Terminal, United Arab Emirates (9 Sept. 1985) |
| | | -same as above- | -same as above- | -same as above- | | Persian Gulf (June 1986) |
| 91-044 | Aias (Cyprus) | Anole Marine Co. Ltd. (Cyprus) | Unknown company c/o Pleiades Shipping Agents (Greece) | Pegasus Ocean Services Ltd. (United Kingdom) | | Singapore (16 December 1988) |
| 91-045 | -same as above- | -same as above- | -same as above- | -same as above- | | Persian Gulf (1 November 1989) |
| 91-046 | -same as above- | -same as above- | -same as above- | -same as above- | | Ain Sukhna, Egypt (25 June 1989) |
| 1988 | Akarita (Liberia) | Dominus Shipping Corp. | Uglands Rederi A/S (Norway) | Uglands Rederi A/S (Norway) | | Singapore (23 February 1986) |
| 90-060 | Alki (Cyprus) | Fresia Navigation Co. Ltd. (Cyprus) | Seaarland Shipping Management (Austria) | Seaarland Shipping Management (Austria) | African Middle East Petroleum (Monaco/Switzerland) | Zeit Bay Terminal, Egypt (7 November 1989) |
| 90-061 | -same as above- | -same as above- | -same as above- | -same as above- | | Zurku Island, United Arab Emirates (20 June 1988) |
| 90-062 | -same as above- | -same as above- | -same as above- | -same as above- | | Fateh Terminal, United Arab Emirates (8 September 1988) |
| 90-063 | -same as above- | -same as above- | -same as above- | -same as above- | | Das Island, United Arab Emirates (17 December 1988) |
| 90-077 | -same as above- | -same as above- | -same as above- | -same as above- | | Fateh Terminal, United Arab Emirates (2 May 1989) |

| Year or number | Name of ship (flag) | Registration ownership | Beneficial ownership | Managing company | Other companies involved | Port(s) of departure (date of departure) |
|---|---|---|---|---|---|---|
| 90-078 | -same as above- | -same as above- | -same as above- | -same as above- | | Zurku Island, United Arab Emirates (4 August 1989) |
| 90-079 | -same as above- | -same as above- | -same as above- | -same as above- | | Mina al Fahal, Oman (13 September 1989) |
| 1988 | Almare Settima (Italy) | Almare di Navigazione SpA (Italy) | Almare di Navigazione SpA (Italy) | Almare di Navigazione SpA (Italy) | | Jeddah, Saudi Arabia (3 December 1985) |
| 1988 | Almare Terza (Italy) | Almare di Navigazione SpA (Italy) | Almare di Navigazione SpA (Italy) | Almare di Navigazione SpA (Italy) | Sumitomo (Japan) | Sullom Voe, United Kingdom (10 March 1986) |
| 90-059 | Ambia Fair (Bahamas) | Ambia Fair Inc. (Bahamas) | Lief Hoegh and Co. A/S (Norway) | Lief Hoegh and Co. A/S (Norway) | | Agioi Theodoroi, Greece (unknown date) Suez, Egypt (3 October 1989) |
| 91-052 | Anax (Liberia) | Treasure Shipping | Unknown company c/o Pleiades Agents (Greece) | Pegasus Ocean Services Ltd. (United Kingdom) | | Unidentified ports, Red Sea and Persian Gulf (unknown date) |
| 91-305 | -same as above- | -same as above- | -same as above- | -same as above- | | Fateh Terminal, United Arab Emirates (23 March 1989) |
| 91-064 | Aspra (Italy) | Commissionaria Gen. Italiana (Italy) | | Navigazione Alta Italia SpA (Italy) | | Unidentified port, Persian Gulf (1 September 1988) |
| 91-299 | -same as above- | -same as above- | -same as above- | -same as above- | | Unidentified port, Persian Gulf (27 September 1990) |
| 91-309 | Aurora Astralis (Greece) | | Embiricos Shipping (United Kingdom) | Buenamar Compania Naviera S.A. (Greece) | | Fateh Terminal, United Arab Emirates (30 June 1990) |
| 91-047 | Aurora Borealis (Greece) | Aurora Borealis Maritime (Liberia) | Embiricos Shipping (Greece/United Kingdom) | Buenamar Compania Naviera S.A. (Greece) | | Jebel Dhanna, United Arab Emirates (4 September 1989) |
| 91-048 | -same as above- | -same as above- | -same as above- | -same as above- | | Unidentified port, Persian Gulf (30 November 1989) |
| 91-308 | -same as above- | -same as above- | -same as above- | -same as above- | | Jebel Dhanna, United Arab Emirates (25 March 1990) |
| 91-310 | -same as above- | -same as above- | -same as above- | -same as above- | | Fateh Terminal, United Arab Emirates (28 August 1990) |
| 91-311 | -same as above- | -same as above- | -same as above- | -same as above- | | Kharg Island, Islamic Republic of Iran (10 January 1991) |
| 91-049 | Axon (Liberia) | Brookstream Shipping Inc. (Liberia) | Unknown company c/o Pleides Shipping (Greece) | Pegasus Ocean Services Ltd. (United Kingdom) | | Zirku Island, United Arab Emirates (5 June 1989) |

| Year or number | Name of ship (flag) | Registration ownership | Beneficial ownership | Managing company | Other companies involved | Port(s) of departure (date of departure) |
|---|---|---|---|---|---|---|
| 90-041 | Azuro (Liberia) | Azuro Shipping Co. (Liberia) | Marimpex (Germany) | Alpha Tankschiffahrt-Beteiligungs-Gesellschaft (Switzerland) | Marimpex (Germany) | Unidentified port (30 December 1987) |
| 90-042 | -same as above- | -same as above- | -same as above- | -same as above- | -same as above- | Unidentified port (27 March 1988) |
| 90-043 | -same as above- | -same as above- | -same as above- | -same as above- | -same as above- | Hormuz Terminal, Islamic Republic of Iran (27 March 1988) |
| 1988 | Beatrice (Philippines) | Monet Shipping Corp. (Liberia) | Uglands Rederi A/S (Norway) | Uglands Rederi A/S (Norway) | | Yemen (16 May 1986) |
| 1987 | Berge Bragd | Sig. Bergesen D.Y. and Co. (Norway) | Sig. Bergesen D.Y. and Co. (Norway) | Sig. Bergesen D.Y. and Co. (Norway) | | Khor Fakkan, United Arab Emirates (20 July 1985) |
| 1987 | Berge Chief (Norway) | Bergesen D.Y. A/S (Norway) | Bergesen D.Y. A/S (Norway) | Transworld Oil (Netherlands) | | Mina al Fahal, Oman (18 March 1987) |
| 1988 | Berge Chief (Norway) | Bergesen D.Y. A/S Co./Biornstad CIES (Norway) | Bergesen D.Y. A/S (Norway) | Bergesen D.Y. A/S (Norway) | | Mina al Fahal, Oman (28 June 1986) |
| | | | | | | Fateh Terminal, United Arab Emirates (1 July 1986) |
| 1987 | Berge Enterprise (Norway) | Bergesen A/S (Norway) | Bergesen A/S (Norway) | Bergesen A/S (Norway) | Marubeni (Japan) British Petroleum (South Africa) | Mina al Fahal, Oman (25 May 1987) |
| 1987 | -same as above- | -same as above- | | -same as above- | Marubeni (Japan) | Das Island, United Arab Emirates (11 April 1987) |
| 1987 | -same as above- | -same as above- | | -same as above- | | Mina al Fahal, Oman (25 May 1987) |
| 1987 | Berge King (Norway) | Sig. Bergensen D.Y. and Co. (Norway) | Sig. Bergensen D.Y. and Co. (Norway) | Sig. Bergensen D.Y. and Co. (Norway) | Marimpex (Germany) | Europoort/Rotterdam, Netherlands (7 July 1985) |
| 1987 | Berge Pioneer (Norway) | Bergesen A/S (Norway) | Bergesen A/S (Norway) | Bergesen A/S (Norway) | | Mina al Fahal, Oman (24 April 1985) |
| 1987 | Berge Prince (Liberia) | General Ore International Corp. (Norway/Liechtenstein) | General Ore International Corp. or Bergesen A/S (Norway) | Bergesen A/S (Norway) | | Fateh Terminal, United Arab Emirates (17 December 1984) |
| | | | | | | Ras Misalla Port, Egypt (26 Jan. 1985) |
| 1987 | -same as above- | -same as above- | -same as above- | -same as above- | | Suez Port, Egypt (25 January 1985) |

| Year or number | Name of ship (flag) | Registration ownership | Beneficial ownership | Managing company | Other companies involved | Port(s) of departure (date of departure) |
|---|---|---|---|---|---|---|
| 1987 | -same as above- | -same as above- | -same as above- | -same as above- | | Fateh Terminal, United Arab Emirates (17 December 1984) |
| 1987 | -same as above- | -same as above- | -same as above- | -same as above- | | Ras Misalla, Egypt (26 January 1985) |
| 1987 | -same as above- | -same as above- | -same as above- | -same as above- | | Fateh Terminal, United Arab Emirates (14 March 1986) |
| 1987 | -same as above- | -same as above- | -same as above- | -same as above- | | Hormuz, Islamic Republic of Iran (1 April 1987) |
| 1988 | -same as above- | -same as above- | -same as above- | -same as above- | | Fateh Terminal, United Arab Emirates (28 April 1986)<br>Mina al Fahal, Oman (2 May 1986)<br>Persian Gulf (17 June 1986)<br>Fateh Terminal, United Arab Emirates (30 September 1986) |
| 1988 | Biscaya (United Kingdom) | Antarctic, Ltd. (Gibraltar) | John Fredriksen Group c/o Lancaster M. (United Kingdom/Norway) | Marine Management A/S (Norway) | Marimpex (Germany) | Bahrain (4 May 1986) |
| 90-076 | Boni (Cyprus) | Seaemblem Marine Ltd. (Cyprus) | Thenamaris Group (Greece) | Thenamaris (Ships Management) (Greece) | | Unidentified port, Islamic Republic of Iran (23 February 1988) |
| 90-055 | Brali (Norway) | K/S A/S Bill Brali (Norway) | L. Gill-Johannesen A/S (Norway) | Bulkhandling (Norway) | Kobil (Kenya) and Marc Rich and Co. AG (Switzerland) | Mombasa, Kenya (29 January 1989) |
| 91-032 | -same as above- | -same as above- | -same as above- | -same as above- | Marc Rich (Switzerland) | Amsterdam, Netherlands (19 July 1990) |
| 1988 | Brimanger (Norway) | A/S Westfal-Larsen and Co. (Norway) | | Odfjell-Westfal-Larsen Tankers A/S and Co. (Norway) | | Walvis Bay, Namibia (called in 1985) |
| 90-080 | Brittany (Panama) | Pine Shipping Co. S.A. (Panama) | World-Wide Shipping Group (Hong Kong) | World-Wide Shipping Agency Ltd. (Hong Kong) | African Middle East Petroleum (Monaco/Switzerland) | Zeit Bay Terminal, Egypt (10 December 1989) |
| 91-001 | -same as above- | -same as above- | -same as above- | -same as above- | | Fujairah Anchorage, Persian Gulf (20 May 1990) |

| Year or number | Name of ship (flag) | Registration ownership | Beneficial ownership | Managing company | Other companies involved | Port(s) of departure (date of departure) |
|---|---|---|---|---|---|---|
| 91-002 | -same as above- | -same as above- | -same as above- | -same as above- | | Mina al Fahal, Oman (1 August 1990) |
| 91-003 | -same as above- | -same as above- | -same as above- | -same as above- | | Fateh Terminal, Saudi Arabia (5 September 1990) |
| 91-004 | -same as above- | -same as above- | -same as above- | -same as above- | | Juaymah Terminal, Saudi Arabia (5 November 1990) |
| 91-034 | -same as above- | -same as above- | -same as above- | -same as above- | | Ras Tanura, Saudi Arabia (4 July 1989) |
| 90-081 | Cali (Liberia) | Denetton Co. Ltd. (Liberia) | World-Wide Shipping Group (Hong Kong) | World-Wide Shipping Agency (Hong Kong) | | Fateh Terminal, United Arab Emirates (15 July 1989) |
| 90-082 | -same as above- | -same as above- | -same as above- | -same as above- | | Fateh Terminal, United Arab Emirates (13 June 1989) |
| 90-083 | -same as above- | -same as above- | -same as above- | -same as above- | | Zurku Island, United Arab Emirates (5 May 1989) |
| 91-306 | -same as above- | -same as above- | -same as above- | -same as above- | | Zirku Island, United Arab Emirates (5 May 1989) |
| 1988 | Captain G.P. Livanos (Greece) | Elcapitaine Inc. (Liberia) | G. P. Livanos/Carras Group c/o Unisea (Greece) | Ceres Hellenic Shipping Enterprise (Greece) | Transworld Oil (Netherlands/ Bermuda) | Jebel Dhanna, United Arab Emirates (19 July 1986) |
| | | | | | Marc Rich and Co. AG (Switzerland) | Zurku Island, United Arab Emirates (20 July 1986) |
| | | | | | | Das Island, United Arab Emirates (22 July 1986) |
| 90-039 | -same as above- | -same as above- | -same as above- | -same as above- | Volero Refining Co. (United States of America) | Fateh Terminal, United Arab Emirates (22 April 1988) |
| 90-040 | -same as above- | -same as above- | -same as above- | -same as above- | African Middle East Petroleum (Monaco/Switzerland) | Jeddah, Saudi Arabia (2 January 1988) |
| 91-035 | -same as above- | -same as above- | G.P. Livanos/Carras Group (Greece/United Kingdom) | -same as above- | | Khor Fakkan Anchorage, Persian Gulf (unknown date) |
| 90-038 | Champion (Liberia) | Oceanides Shipping Corp. (Liberia) | Ravano Group (Monaco) | Société d'études et de gestion (Monaco) | | Dar es Salaam (8 January 1988) |

| Year or number | Name of ship (flag) | Registration ownership | Beneficial ownership | Managing company | Other companies involved | Port(s) of departure (date of departure) |
|---|---|---|---|---|---|---|
| 1988 | Cielo di Salerno (Italy) | D'Amico Società di Navigazione SpA | | | | Walvis Bay, Namibia (called 7 times in 1985) |
| 91-036 | Chenki (Liberia) | Chenki Navigation Ltd. (Liberia) | Seaarland Shipping Management (Austria) | Seaarland Shipping Management (Austria) | | Unidentified port, Persian Gulf (unknown date) |
| 89-531 | Dagli (Norway) | Jaspidea Shipping | | JPP Shipping | Baltic Chartering Union (Switzerland) | Odessa, Soviet Union (21 September 1989) |
| 90-034 | Dorian (Nigeria) | Dorian Navigation Corp. (Liberia) | Marimpex (Germany) | Fearnley and Eger A/S (Norway) | Marimpex (Germany) | Fujairah Anchorage, Persian Gulf (6 April 1987) |
| 90-035 | -same as above- | -same as above- | -same as above- | -same as above- | | Fujairah Anchorage, Persian Gulf (7 December 1987) |
| 90-036 | -same as above- | -same as above- | -same as above- | -same as above- | | Fujairah Anchorage, Persian Gulf (9 January 1988) |
| 90-037 | -same as above- | -same as above- | -same as above- | -same as above- | | Fujairah Anchorage, Persian Gulf (27 September 1988) |
| 91-005 | Eastern Courage (Panama) | Cainber, c/o World-Wide Shipping Agency Ltd. (Hong Kong) | World-Wide Shipping Group Ltd. (Hong Kong) | World-Wide Shipping Agency Ltd. (Hong Kong) | Marc Rich (Switzerland) | Unidentified port, Persian Gulf (15 August 1990) |
| 89-001 | Eastern Promise (Liberia) | | World-Wide Shipping Group (Hong Kong) | World-Wide Shipping Agency Ltd. (Hong Kong) | | Fujairah Anchorage, Persian Gulf (13 November 1987) |
| 89-002 | -same as above- | | -same as above- | -same as above- | | Zurku Island, Persian Gulf (14 December 1988) |
| 91-006 | -same as above- | Norwick Co. Ltd. (Liberia) | -same as above- | -same as above- | | Unidentified port, Persian Gulf (15 March 1990) |
| 91-007 | -same as above- | -same as above- | -same as above- | -same as above- | | Das Island, United Arab Emirates (7 June 1990) |
| 91-008 | -same as above | -same as above- | -same as above- | -same as above- | | Fateh Terminal, United Arab Emirates (2 November 1990) |
| 89-003 | Eastern Strength (Liberia) | | World-Wide Shipping Group (Hong Kong) | World-Wide Shipping Agency Ltd. (Hong Kong) | | Zurku Island, Persian Gulf (17 August 1988) |
| 89-004 | -same as above- | | -same as above- | -same as above- | | Fateh Terminal, Zurku Island, United Arab Emirates (28 September 1988) |

| Year or number | Name of ship (flag) | Registration ownership | Beneficial ownership | Managing company | Other companies involved | Port(s) of departure (date of departure) |
|---|---|---|---|---|---|---|
| 1987 | Elmina (Greece) | Marine Industrial Transports Ltd. (Liberia) | | Thenamaris Ships Management Inc. (Greece) | Marc Rich and Co. AG (Switzerland)<br>Shell (Brunei Darussalam)<br>Marubeni (Japan) | Seria, Brunei Darussalam (26 August 1986) |
| 1988 | Ethnic (Greece) | Moonlight Shipping Co. S.A. (Panama) | C. M. Lemos and Co. Ltd. (United Kingdom) | Nereus Shipping S.A. (Greece) | | Mina al Fahal, Oman (12 May 1986)<br>Halul Island, Qatar (25 June 1986)<br>Fateh Terminal, United Arab Emirates (28 June 1986)<br>Fujairah Anchorage, Persian Gulf (17 November 1986) |
| 1988 | -same as above- | -same as above- | -same as above- | -same as above- | | Mina al Fahal, Oman (10 March 1988)<br>Fateh Terminal, United Arab Emirates (3 June 1988)<br>Zurku Island, United Arab Emirates (24 July 1988)<br>Fateh Terminal, United Arab Emirates (23 August 1988)<br>Halul Island, Qatar (unknown date)<br>Zurku Island, United Arab Emirates (7 March 1989) |
| 90-006 | -same as above- | -same as above- | -same as above- | -same as above- | | |
| 90-007 | -same as above- | -same as above- | -same as above- | -same as above- | | |
| 90-008 | -same as above- | -same as above- | -same as above- | -same as above- | | |
| 90-009 | -same as above- | -same as above- | -same as above- | -same as above- | | |
| 90-010 | -same as above- | -same as above- | -same as above- | -same as above- | Marc Rich and Co. AG (Switzerland) | |
| 90-011 | -same as above- | -same as above- | -same as above- | -same as above- | | |
| 1987 | Evita (Norway) | Uglands Rederi A/S (Norway) | Uglands Rederi A/S (Norway) | Uglands Rederi A/S (Norway) | | Ras Tanura, Saudi Arabia (20 March 1985) |
| 90-004 | Faroship L. (Greece) | Ceres Hellenic Shipping Enterprises (Greece) | G.P. Livanos/Carras Group (United Kingdom/ Greece) | Ceres Hellenic Shipping Enterprises (Greece) | | Kharg Island, Islamic Republic of Iran (6 October 1986) |

| Year or number | Name of ship (flag) | Registration ownership | Beneficial ownership | Managing company | Other companies involved | Port(s) of departure (date of departure) |
|---|---|---|---|---|---|---|
| 90-005 | -same as above- | -same as above- | -same as above- | -same as above- | | Ras Tanura, Saudi Arabia (6 October 1987) |
| 91-054 | -same as above- | Elfilikon c/o Ceres Hellenic Shipping Enterprises Ltd. (Greece) | -same as above- | -same as above- | | Persian Gulf (unknown date) |
| 90-031 | Fellowship L. (Liberia) | Elgrandiosa Inc. (Liberia) | G. P. Livanos/ Carras Group (United Kingdom/ Greece) | Ceres Hellenic Shipping Enterprises (Greece) | | Unidentified port, Islamic Republic of Iran (28 July 1987) |
| 90-032 | -same as above- | -same as above- | -same as above- | -same as above- | | Das Island, United Arab Emirates (2 September 1987) |
| 1987 | Fidius (United Kingdom) | | Canadian Pacific (Bermuda) Ltd. (Bermuda) | Canadian Pacific Bulkship Services Ltd. | | Fujairah Anchorage, Persian Gulf (8 March 1987) |
| 1988 | -same as above- | Mill Reef Shipping Ltd. (United Kingdom) | -same as above- | Barber Ship Management (Hong Kong) | | Islamic Republic of Iran (end of June 1987) |
| 90-028 | Fortuneship L. (Liberia) | Elregina Inc. (Liberia) | G. P. Livanos/ Carras Group (United Kingdom) | Ceres Hellenic Shipping Enterprises (Greece) | | Unidentified port, Qatar (5 April 1987) |
| 90-029 | -same as above- | -same as above- | -same as above- | -same as above- | | Unidentified port (15 May 1987) |
| 90-030 | -same as above- | -same as above- | -same as above- | -same as above- | | Umm Said, Qatar (17 June 1987) |
| 91-037 | Fortuneship L. (Greece) | -same as above- | -same as above- | -same as above- | | Zirku Island, United Arab Emirates (29 October 1989) |
| 91-055 | -same as above- | -same as above- | -same as above- | -same as above- | | Khor Fakkan Anchorage (25 January 1989) |
| 1988 | Freedomship L. (Greece) | Caroline Navigation Inc. (Liberia) | G. P. Livanos/Carras Group c/o Unisea (Greece/United Kingdom) | Ceres Hellenic Shipping Enterprises (Greece) | | Fateh Terminal, United Arab Emirates (12 July 1986) |
| 90-027 | Freedomship L. (Liberia) | Elfontana Inc. (Liberia) | -same as above- | -same as above- | Marc Rich and Co. AG (Switzerland) | Ras Tanura, Saudi Arabia (30 October 1988) |

| Year or number | Name of ship (flag) | Registration ownership | Beneficial ownership | Managing company | Other companies involved | Port(s) of departure (date of departure) |
|---|---|---|---|---|---|---|
| 90-024 | Friendship L. (Liberia) | Elfontana Inc. (Liberia) | G. P. Livanos/ Carras Group (United Kingdom/ Greece) | Ceres Hellenic Shipping Enterprises (Greece) | | Mina al Fahal, Oman (4 January 1987) |
| 90-025 | -same as above- | -same as above- | -same as above- | -same as above- | | Hormuz Terminal, Islamic Republic of Iran (28 March 1988) |
| 90-026 | -same as above- | -same as above- | -same as above- | -same as above- | | Unidentified port (15 April 1988) |
| 1988 | Gentle Breeze (United Kingdom) | Gentle Breeze Ltd. (Hong Kong) | Unknown company c/o Wallem Shipman Ltd. (Hong Kong) | Wallem Shipmanagement Ltd. (Hong Kong) | | Mina Saud, Kuwait (21 February 1986) |
| 89-524 | Grand (United States) | TT Grand (United States) | | | | Louisiana Offshore Oil Port, United States of America (post-27 January 1989) |
| 91-009 | Graz (Panama) | Ampleson, c/o World-Wide Shipping Agency Ltd. (Hong Kong) | World-Wide Shipping Group (Hong Kong) | World-Wide Shipping Agency Ltd. (Hong Kong) | | Ras Shukheir, Egypt (3 July 1990) |
| 91-053 | -same as above- | -same as above- | -same as above- | -same as above- | | Unidentified port, Persian Gulf (unknown date) |
| 91-301 | -same as above- | -same as above- | -same as above- | -same as above- | | Fateh Terminal, United Arab Emirates (15 March 1991) |
| 89-078 | Griparion (Cyprus) | Tharros Shipping Co. Ltd. (Cyprus) | Thalassic Steamship Agency Inc. (Greece) | Thalassic Steamship Agency Inc. (Greece) | | Fajairah Anchorage, Persian Gulf (8 September 1988) |
| 90-085 | -same as above- | -same as above- | -same as above- | -same as above- | | Amsterdam, Netherlands (5 June 1989) |
| 90-086 | -same as above- | -same as above- | -same as above- | -same as above- | | Las Palmas, Spain (5 January 1990) |
| 1987 | Hawaiian Monarch (Liberia) | East Pacific Carriers Inc. (Liberia) | Groton Pacific Carriers Inc. (United States) | Groton Pacific Carriers (United States) | Marc Rich and Co. AG (Switzerland)<br>Shell (Brunei Darussalam)<br>Marubeni (Japan) | Brunei Darussalam (25 May 1986) |
| 91-031 | Hoegh Favour (Bahamas) | Leif Hoegh and Co. A/S (Norway) | | Leif Hoegh and Co. A/S (Norway) | Marc Rich (Switzerland) | Amsterdam, Netherlands (16 August 1990) |
| 90-066 | Hoegh Foam (Bahamas) | Lief Hoegh and Co. A/S (Norway) | | Lief Hoegh and Co. A/S (Norway) | Marc Rich and Co. AG (Switzerland) | Amsterdam, Netherlands (10 November 1989) |

| Year or number | Name of ship (flag) | Registration ownership | Beneficial ownership | Managing company | Other companies involved | Port(s) of departure (date of departure) |
|---|---|---|---|---|---|---|
| 90-067 | -same as above- | -same as above- | -same as above- | -same as above- | -same as above- | Constanza, Romania (12 September 1989)<br><br>Suez, Egypt (19 September 1989) |
| 90-065 | Hoegh Fountain (Bahamas) | Lief Hoegh and Co. A/S (Norway) | | Lief Hoegh and Co. A/S (Norway) | Inter-Mediterranean Petroleum (United Kingdom) | Amsterdam, Netherlands (6 September 1989) |
| 91-038 | Indiana (Bahamas) | Indiana Transport Co. (Liberia) | Hadjipateras c/o Peninsular (Greece/United Kingdom) | Dorian (Hellas) S.A. (Greece) | | Fateh Terminal, United Arab Emirates (12 February 1989) |
| 91-039 | -same as above- | -same as above- | -same as above- | -same as above- | | Kharg Island, Islamic Republic of Iran (30 September 1989) |
| 1987 | Jahre Transporter (Liberia) | Beatty Shipping Ltd. (Liberia) | Wallem Shipmanagement Ltd. (Hong Kong) | Wallem Ship-management (Hong Kong) | Marc Rich and Co. AG (Switzerland)<br><br>Shell (Brunei Darussalam)<br><br>Marubeni (Japan) | Brunei Darussalam (31 May 1986) |
| 1988 | Johs. Stove (Panama) | Pater Panama Ltd. (Panama) | Lorentzens Rederi Co. (Norway) | K/S Lorentzens Skibs A/S (Norway) | | Fateh Terminal, United Arab Emirates (24 January 1986) |
| 1987 | Janniche (Norway) | K/S A/S Norman Tankers (Norway) | Klosters Rederi A/S (Norway) | Norman International A/S (Norway) | | Fateh Terminal, United Arab Emirates (1 March 1986) |
| 1988 | Janniche (Norway) | -same as above- | Periscopus A/S (Norway) | -same as above- | | Fateh Terminal, United Arab Emirates (21 March 1986) |
| 1988 | Jane Stove (Norway) | K/S Lorentzens Skibs (Norway) | Lorentzens Rederi (Norway) | K/S Lorentzens Skibs A/S (Norway) | | Fateh Terminal, United Arab Emirates (18 February 1986) |
| 1987 | Lauberhorn (Liberia) | Trade Ventures, Inc. (Liberia) | Trade and Transport, Inc. (Greece) | Brokerage and Management Corp. (United States) | Marc Rich and Co. AG (Switzerland)<br><br>Shell (Brunei Darussalam) | Brunei Darussalam (no date)<br><br>Singapore Roads, Singapore (5 October 1986) |
| 91-050 | Legro II (Panama) | Conga Shipping Co. (Gibraltar) | Invest 2000 A/S (Norway) | P.D. Gram and Co. (Norway) | | Persian Gulf (4 April 1989) |

| Year or number | Name of ship (flag) | Registration ownership | Beneficial ownership | Managing company | Other companies involved | Port(s) of departure (date of departure) |
|---|---|---|---|---|---|---|
| 1987 | Liberator (Greece) | New World Shipping Corp. (Liberia) | Stenakas Shipping Corp. (United Kingdom) | Diamantis Pateras Ltd. (United Kingdom) | Marc Rich and Co. AG (Switzerland)<br>Shell (Brunei Darussalam)<br>Marubeni (Japan) | Seria, Brunei Darussalam (21 April 1985) |
| 1988 | Licorne Océane (Liberia) | Langcross Carriers Inc. (Liberia) | Compagnie générale maritime et financière (France) | Seatramp (U.K.) Ltd. (United Kingdom) | | Hormuz Terminal, Islamic Republic of Iran (end of January 1987) |
| 91-010 | Lima (Panama) | Jagonia, c/o World-Wide Shipping Agency Ltd. (Hong Kong) | World-Wide Shipping Group (Hong Kong) | World-Wide Shipping Agency Ltd. (Hong Kong) | | Fateh Terminal, United Arab Emirates (12 May 1990) |
| 91-011 | -same as above- | -same as above- | -same as above- | -same as above- | | Zeit Bay Terminal, Egypt (29 July 1990) |
| 1988 | Louisiana (Bahamas) | Egalité S.A. (Panama) | Hadjipateras Group c/o Peninsular Mar. (Greece/United Kingdom) | Dorian (Hellas) S. A. (Greece) | | Zurku Island, United Arab Emirates (28 Oct. 1986) |
| | -same as above- | -same as above- | -same as above- | -same as above- | | Fateh Terminal, United Arab Emirates (31 October 1986) |
| | -same as above- | -same as above- | -same as above- | -same as above- | | Juaymah Terminal, Saudi Arabia (11 Feb. 1987) |
| | | | | | | Jebel Dhanna, United Arab Emirates (13 June 1987) |
| | | | | | | Fateh Terminal, United Arab Emirates (15 June 1987) |
| | -same as above- | -same as above- | -same as above- | -same as above- | | Zurku Island, United Arab Emirates (27 June 1987) |
| | | | | | | Das Island, United Arab Emirates (31 July 1987) |
| | | | | | | Zurku Island, United Arab Emirates (1 August 1987) |
| 90-057 | -same as above- | -same as above- | -same as above- | -same as above- | | Unidentified port, Islamic Republic of Iran (8 September 1987) |
| 90-058 | -same as above- | -same as above- | -same as above- | -same as above- | | Bahrain (7 March 1988) |

| Year or number | Name of ship (flag) | Registration ownership | Beneficial ownership | Managing company | Other companies involved | Port(s) of departure (date of departure) |
|---|---|---|---|---|---|---|
| 1988 | Luminetta (United Kingdom) | Cunard Steam-ship Co. Plc. (United Kingdom) | | Cunard Shipping Services Ltd. (United Kingdom) | | Walvis Bay, Namibia (called 2 times in 1985 and 12 times in 1986) |
| 1987 | Manhattan Viscount (United Kingdom) | Lago Commerce Ltd. (Liberia) | Sanko Kisen K.K. (Japan) | Fearnley and Eger A/S (Norway) | | Brunei Darussalam (September 1983) |
| 1988 | Mirafiori (Liberia) | Keston Shipping Corp. (Liberia) | Marimpex (Germany) | Fearnley and Eger A/S (Norway) | German Oil GmbH (Germany) | Sirri Island, Islamic Republic of Iran (23 June 1985) |
| | | | | | | Sirri Island, Islamic Republic of Iran (23 August 1985) |
| | -same as above- | -same as above- | -same as above- | -same as above- | -same as above- | Persian Gulf (November 1985) |
| 1987 | Monemvasia (Greece) | Metropolitan Navigation Corp. (Liberia) | Metropolitan Shipping Ltd. (Greece) | Metropolitan Shipping (Greece) | Marc Rich and Co. AG (Switzerland) | Brunei Darussalam (4 December 1985) |
| | | | | | | Singapore Roads, Singapore (9 December 1985) |
| 1988 | Morning Cloud (Liberia) | Seavixen Maritime Inc. (Liberia) | Reliance Pacific Shipping Ltd. | Reliance Pacific Shipping Ltd. (Hong Kong) | | Mina al Fahal, Oman (9 December 1985) |
| 1988 | Moscliff (Norway) | Mosvold Shipping Co. A/S (Norway) | Mosvold Shipping Co. A/S (Norway) | Mosvold Shipping Co. A/S (Norway) | | Persian Gulf (late March 1985) |
| | | | | | | Sirri Island, Islamic Republic of Iran (9 June 1985) |
| 1987 | Mospoint (Norway) | K/S A/S Mospoint (Norway) | Mosvold Rederi A/S (Norway) | Mosvold Rederi A/S (Norway) | | Ras Shukheir, Egypt (14 January 1986) |
| 1987 | Neptune Otome (Singapore) | | Neptune Orient Lines Ltd. (Singapore) | Neptune Orient Lines Ltd. (Singapore) | Marc Rich and Co. AG (Switzerland) | Seria Port, Brunei Darussalam (26 September 1986) |
| | | | | | Shell (Brunei Darussalam) | Singapore Roads, Singapore (29 September 1986) |
| | | | | | Marubeni (Japan) | |
| 1987 | Neptune Pavo (Singapore) | Neptune IOTA Lines Pte. Pty. (Singapore) | Neptune Orient Lines Ltd. (Singapore) | Neptune Orient Lines (Singapore) | Marc Rich and Co. AG (Switzerland) | Seria, Brunei Darussalam (8 May 1985 and 2 March 1986) |
| | | | | | Shell (Brunei Darussalam) | |
| | | | | | Marubeni (Japan) | |

| Year or number | Name of ship (flag) | Registration ownership | Beneficial ownership | Managing company | Other companies involved | Port(s) of departure (date of departure) |
|---|---|---|---|---|---|---|
| 1987 | Neptune Pegasus (Singapore) | Neptune ETA Lines Pte. Ltd. (Singapore) | Neptune Orient Lines Ltd. (Singapore) | Neptune Orient Lines Ltd. (Singapore) | Marc Rich and Co. AG (Switzerland)<br>Shell (Brunei Darussalam)<br>Marubeni (Japan) | Seria Port, Brunei Darussalam (27 July and 27 December 1985) |
| 1988 | -same as above- | -same as above- | Neptune Orient Lines (Singapore) | Neptune Orient Lines (Singapore) | | Seria, Brunei Darussalam (7 November 1986) |
| 1987 | Neptune Subaru (Singapore) | | Neptune Orient Lines Ltd. (Singapore) | Neptune Orient Lines Ltd. (Singapore) | Marc Rich and Co. AG (Switzerland)<br>Shell (Brunei)<br>Marubeni (Japan) | Brunei Darussalam (10 July 1986)<br>Singapore Roads, Singapore (12 July 1986) |
| 1988 | Obo Baron (Bahamas) | B. and H. Shipping Associates VII L.P. (United States) | Sigurd Herlofson and Co. A/S (Norway) | Sigurd Herlofson and Co. A/S (Norway) | | Umm Said, Qatar (27 February 1987)<br>Ras Tanura, Saudi Arabia (7 March 1987)<br>Khor Fakkan Anchorage, Persian Gulf (14 March 1987) |
| 90-084 | Obo Vega (Turkey) | Ermar Deniz Tasimiciligi AS (Turkey) | Marti Shipping and Trading Co. (Turkey) | Marti Shipping and Trading Co. (Turkey) | | Amsterdam, Netherlands (15 June 1989) |
| 89-080 | Ocean Carrier (Cyprus) | Amalia Navigation | | Columbia Ship-management | Kuo International Oil Ltd. (Hong Kong) | Singapore (16 December 1988) |
| 1988 | Oranjemund | South African Co. Unicorn Lines (Proprietary) Ltd. | -no information available- | | | |
| 89-523 | Orpheum (Panama) | Hill Operating Corportion | -no information available- | | | Angra dos Reis, Brazil (26 January 1989) |
| 90-068 | Pacificos (Cyprus) | Gibbon Shipping Ltd. (Cyprus) | Kulukundis Group (United Kingdom) | Saipan SS Corp./Kassos Maritime (Greece) | | Fateh Terminal, United Arab Emirates (15 July 1987) |

| Year or number | Name of ship (flag) | Registration ownership | Beneficial ownership | Managing company | Other companies involved | Port(s) of departure (date of departure) |
|---|---|---|---|---|---|---|
| 90-069 | -same as above- | -same as above- | -same as above- | -same as above- | | Unidentified port (unknown date) |
| 90-070 | -same as above- | -same as above- | -same as above- | -same as above- | | Zeit Bay Terminal, Egypt (27 October 1988) |
| 90-071 | -same as above- | -same as above- | -same as above- | -same as above- | | Unidentified port (15 December 1988) |
| 90-072 | -same as above- | -same as above- | -same as above- | -same as above- | | Unidentified port (15 January 1989) |
| 90-073 | -same as above- | -same as above- | -same as above- | -same as above- | | Unidentified port (15 February 1989) |
| 90-074 | -same as above- | -same as above- | -same as above- | -same as above- | | Unidentified port (15 March 1989) |
| 90-075 | -same as above- | -same as above- | -same as above- | -same as above- | | Unidentified port (9 June 1989) |
| 91-307 | -same as above- | -same as above- | -same as above- | -same as above- | | Mina al Fahal, Oman (1 March 1990) |
| 1987 | Patriotic (Greece) | Moonset Shipping Co. SA (Panama) | Hereus Shipping SA (Greece) | Hereus Shipping SA (Greece) | | Jebel Dhanna, United Arab Emirates (12 April 1987) |
| 1988 | -same as above- | -same as above- | C. M. Lemos and Co. Ltd. (United Kingdom) | -same as above- | | Persian Gulf (end of November 1986) |
| | | | | | | Fateh Terminal, United Arab Emirates (31 December 1986) |
| | | | | | | Halul Island, Qatar (early January 1987) |
| 90-002 | -same as above- | -same as above- | -same as above- | -same as above- | | Fateh Terminal, United Arab Emirates (14 March 1988) |
| 90-003 | -same as above- | -same as above- | -same as above- | -same as above- | | Halul Island, Qatar (unknown date) |
| 91-057 | -same as above- | -same as above- | C. M. Lemos (Greece/ United Kingdom) | -same as above- | | Juaymah Terminal, Saudi Arabia (3 December 1989) |
| 1988 | Philippine Obo 3 (Philippines) | Philippine Transmarine Carriers Inc. (Philippines) | Philippine Transmarine Carriers Inc. (Philippines) | Ugland Management Co. A/S (Norway) | | Aden (5 May 1985) |

| Year or number | Name of ship (flag) | Registration ownership | Beneficial ownership | Managing company | Other companies involved | Port(s) of departure (date of departure) |
|---|---|---|---|---|---|---|
| 1988 | -same as above- | -same as above- | -same as above- | -same as above- | | Aden (4 October 1985) |
| 91-012 | Pisa (Panama) | | World-Wide Shipping Group (Hong Kong) | World-Wide Shipping Managers Ltd. (Bermuda) | | Fateh Terminal, United Arab Emirates (4 February 1991) |
| 1988 | Port Hawkesbury (United Kingdom) | Canadian Pacific (Bermuda) Ltd. (Bermuda) | | Canadian Pacific Bulkship Services Ltd. (United Kingdom) | | Bullen Bay, Netherlands Antilles (23 January 1986) |
| 90-054 | Probo Gull (Singapore) | New Combo Ships Pte. Ltd. (Singapore) | A/S Havtor Management (Norway) | Bulkhandling (Norway) | | Aden (unknown date) |
| 90-064 | Quebec (Bahamas) | Laguna Shipping Corp. (Gibralter) | Vlasov Group (Monaco) | V. Ships (Monaco) | Marc Rich and Co. AG (Switzerland) | Amsterdam, Netherlands (25 May 1989) |
| 1988 | Rafio (Liberia) | Rafio Shipping Corp. (Liberia) | Marimpex (Germany) | Fearnley and Eger A/S (Norway) | | Fateh Terminal, United Arab Emirates (23 January 1985) |
| 1988 | -same as above- | -same as above- | -same as above- | -same as above- | | Fujairah Anchorage, Persian Gulf (14 July 1986) |
| 90-017 | -same as above- | -same as above- | -same as above- | -same as above- | -same as above- | Unidentified port, Islamic Republic of Iran (13 August 1987) |
| 90-018 | -same as above- | -same as above- | -same as above- | -same as above- | -same as above- | Fujairah Anchorage, Persian Gulf (19 December 1987) |
| 90-019 | -same as above- | -same as above- | -same as above- | -same as above- | -same as above- | Fujairah Anchorage, Persian Gulf (27 December 1987) |
| 90-020 | -same as above- | -same as above- | -same as above- | -same as above- | -same as above- | Unidentified port, Islamic Republic of Iran (unknown date) |
| 90-021 | -same as above- | -same as above- | -same as above- | -same as above- | -same as above- | Hormuz Terminal, Islamic Republic of Iran (unknown date) |
| 90-022 | -same as above- | -same as above- | -same as above- | -same as above- | -same as above- | Unidentified port, Islamic Republic of Iran (unknown date) |

| Year or number | Name of ship (flag) | Registration ownership | Beneficial ownership | Managing company | Other companies involved | Port(s) of departure (date of departure) |
|---|---|---|---|---|---|---|
| 90-023 | -same as above- | -same as above- | -same as above- | -same as above- | -same as above- | Unidentified port, Islamic Republic of Iran (unknown date) |
| 90-088 | -same as above- | -same as above- | -same as above- | Marimpex (Germany) | -same as above- | Fujairah Anchorage, Persian Gulf (18 March 1989) |
| 90-089 | -same as above- | -same as above- | -same as above- | -same as above- | -same as above- | Fujairah Anchorage, Persian Gulf (27 October 1989) |
| 90-090 | -same as above- | -same as above- | -same as above- | -same as above- | -same as above- | Unidentified port (15 December 1989) |
| 91-033 | St. Nikolai (Germany) | Hamburg-Sudam, Dampfschiff (Germany) | | Hamburg-Sudam, Dampfschiff (Germany) | Vital and Inter-Mediterranean (Netherlands/ Switzerland/ United Kingdom) | Amsterdam, Netherlands (6 August 1990) |
| 89-211 | Sea Victory (Liberia) | Sea Victory Maritime (Liberia) | European Navigation Inc. (Greece) | European Navigation Inc. (Greece) | | Fujairah Anchorage, Persian Gulf (28 October 1988) |
| 1988 | Singa Star (Singapore) | Singa Pride Shipping Pte. Ltd. (Singapore) | Singa Ship Management Private Ltd. (United Kingdom) | Singa Ship Management Private Ltd. (United Kingdom) | | Mina al Zour, Kuwait (15 September 1986) |
| 89-526 | Star Cherry (Singapore) | Palm Star Lines | -no information- | -no information- | | Seria, Brunei Darussalem (2 October 1988) |
| 89-527 | Synetos (Greece) | Synetos Shipping | -no information- | -no information- | | Singapore (22 December 1988) |
| 90-053 | Tenacity (Singapore) | Transpetrol Carriers Pte. Ltd. (Singapore) | Transpetrol Services NV (Belgium) | Wallem Shipmanagement Ltd. (Hong Kong) | Canadian Pacific (Canada) | New Orleans, United States (3 June 1987) |
| 1987 | Thannasis M. (Malta) | Ocean Voice Shipping Ltd. (Malta) | | Thenamaris Ships Management (Greece) | | Brunei Darussalam (January-February 1983) |
| 90-056 | Theogennitor (Cyprus) | Tankertrade Marine Ltd. (Cyprus) | Polembros Shipping Ltd. (United Kingdom) | Polembros Shipping Ltd. (United Kingdom) | | Umm Said, Qatar (unknown date) |

| Year or number | Name of ship (flag) | Registration ownership | Beneficial ownership | Managing company | Other companies involved | Port(s) of departure (date of departure) |
|---|---|---|---|---|---|---|
| 91-051 | 3 Maj (Liberia) | Samp Shipping Co. Ltd. (Malta) | Scorpio Ship Management S.A.M. (Monaco) | Scorpio Ship Management S.A.M. (Monaco) | | Piraeus, Greece (unknown date) |
| 1987 | Thorsholm (Norway) | Thor Dahls Hvalf. A/S and A/S Odd and Ornen (Norway) | Thor Dahl A/S (Norway) | Thor Dahl A/S (Norway) | | Juaymah, Saudi Arabia (9 February 1987) |
| 1988 | Thorsholm (Norway) | Thor Dahls Hvalf. A/S and A/S Odd and Ornen (Norway) | A/S Thor Dahl (Norway) | A/S Thor Dahl (Norway) | | Mina al Fahal, Oman (early January 1985) |
| | -same as above- | -same as above- | -same as above- | -same as above- | | Fateh Terminal, United Arab Emirates (7 July 1985) |
| | | | | | | Zurku Island, United Arab Emirates (8 July 1985) |
| 1988 | Thorsaga (Norway) | Thor Dahls Hvalf. A/S and A/S Odd and Ornen (Norway) | A/S Thor Dahl (Norway) | Thor Dahl A/S (Norway) | | Juaymah, Saudi Arabia (9 April 1985) |
| 90-001 | Ugland Obo-One (Panama) | Obo Freight S.A. (Panama) | Andreas Ugland (Norway) | Ugland Management Co. A/S (Norway) | | Tenerife, Spain (23 March 1987) |
| 90-052 | World Admiral (Liberia) | Liberian Prosperity Transports (Liberia) | World-Wide Shipping Group (Hong Kong) | World-Wide Shipping Agency Ltd. (Hong Kong) | | Unidentified port (15 August 1989) |
| 91-013 | -same as above- | -same as above- | -same as above- | -same as above- | | Fateh Terminal, United Arab Emirates (25 April 1990) |
| 89-005 | World Ambassador (Liberia) | Liberia Wisteria Transports Inc. (Liberia) | World-Wide Shipping Group (Hong Kong) | World-Wide Shipping Agency Ltd. (Hong Kong) | | Suez, Egypt (22 February 1988) |
| | | | | | | Jeddah, Saudi Arabia (25 February 1988) |
| 90-050 | -same as above- | -same as above- | -same as above- | -same as above- | | Fateh Terminal, United Arab Emirates (27 September 1989) |
| 90-051 | -same as above- | -same as above- | -same as above- | -same as above- | | Zurku Island, United Arab Emirates (8 November 1989) |
| 91-014 | -same as above- | -same as above- | -same as above- | -same as above- | | Fateh Terminal, United Arab Emirates (6 March 1990) |
| 91-015 | -same as above- | -same as above- | -same as above- | -same as above- | | Fateh Terminal, United Arab Emirates (March 1990) |

| Year or number | Name of ship (flag) | Registration ownership | Beneficial ownership | Managing company | Other companies involved | Port(s) of departure (date of departure) |
|---|---|---|---|---|---|---|
| 91-016 | -same as above- | -same as above- | -same as above- | -same as above- | | Fateh Terminal, United Arab Emirates (16 September 1990) |
| 89-006 | World Bermuda (Liberia) | Liberian Ulysses Transports Inc. (Liberia) | World-Wide Shipping Group (Hong Kong) | World-Wide Shipping Agency Ltd. (Hong Kong) | | Pulau Bukom, Singapore (28 August 1987)<br>Islamic Republic of Iran (date unknown) |
| 89-007 | -same as above- | -same as above- | -same as above- | -same as above- | | Ras Tanura, Saudi Arabia (2 November 1987) |
| 89-008 | -same as above- | -same as above- | -same as above- | -same as above- | | Fujairah Anchorage, Persian Gulf (13 December 1987) |
| 89-009 | -same as above- | -same as above- | -same as above- | -same as above- | | Fujairah Anchorage, Persian Gulf (16 April 1988) |
| 91-017 | World Bermuda (Panama) | Pengrandy, c/o World-Wide Shipping Agency Ltd. (Hong Kong) | -same as above- | -same as above- | | Ras Shukheir, Egypt (15 January 1990) |
| 91-058 | -same as above- | -same as above- | -same as above- | -same as above- | | Unidentified port, Persian Gulf (January 1989) |
| 89-010 | World Brasilia (Liberia) | Liberian Bison Transports Inc. (Liberia) | World-Wide Shipping Group (Hong Kong) | World-Wide Shipping Agency Ltd. (Hong Kong) | | Fateh Terminal, United Arab Emirates (18 October 1986) |
| 89-011 | -same as above- | -same as above- | -same as above- | -same as above- | | Juaymah Terminal, Saudi Arabia (30 December 1986) |
| 91-018 | -same as above- | -same as above- | -same as above- | -same as above- | | Unidentified port (unidentified date) |
| 91-019 | World Brasilia (Panama) | Eastomo, c/o World-Wide Agency Ltd. (Hong Kong) | -same as above- | -same as above- | | Fateh Terminal, United Arab Emirates, (14 January 1991) |
| 91-020 | -same as above- | -same as above- | -same as above- | -same as above- | | Fateh Terminal, United Arab Emirates (16 February 1991) |
| 91-302 | -same as above- | Clover Co. S.A. (Panama) | -same as above- | -same as above- | | Ras Shukheir, Egypt (22 February 1991) |
| 91-303 | -same as above- | -same as above- | -same as above- | -same as above- | | Zirku Island, United Arab Emirates (30 March 1991) |
| 89-012 | World Champion (Panama) | | World-Wide Shipping Group (Hong Kong) | World-Wide Shipping Agency Ltd. (Hong Kong) | | Juaymah Terminal, Ras Tanura, Saudi Arabia (24 March 1988) |

| Year or number | Name of ship (flag) | Registration ownership | Beneficial ownership | Managing company | Other companies involved | Port(s) of departure (date of departure) |
|---|---|---|---|---|---|---|
| 90-049 | -same as above- | Golden Pine Co. S.A. (Panama) | -same as above- | -same as above- | Africa Middle East Petroleum (Monaco/ Switzerland) | Jeddah, Saudi Arabia (27 April 1989) |
| 91-021 | World Champion (Liberia) | Necomark, c/o World-Wide Shipping Agency Ltd. (Hong Kong) | -same as above- | -same as above- | | Zirku Island, United Arab Emirates (30 January 1990) |
| 91-022 | -same as above- | -same as above- | -same as above- | -same as above- | | Yanbu, Saudi Arabia (unknown date) |
| 91-023 | -same as above- | -same as above- | -same as above- | -same as above- | | Ras Tanura, Saudi Arabia (7 November 1990) |
| 91-040 | -same as above- | -same as above- | -same as above- | -same as above- | | Unidentified port, Persian Gulf (15 November 1988) |
| 91-041 | -same as above- | -same as above- | -same as above- | -same as above- | | Unidentified port (30 May 1989) |
| 91-042 | -same as above- | -same as above- | -same as above- | -same as above- | -same as above- | Unknown port, Persian Gulf (November 1989) |
| 89-013 | World Eminence (Liberia) | Liberian Titan Transports Inc. (Liberia) | World-Wide Shipping Group (Hong Kong) | World-Wide Shipping Agency Ltd. (Hong Kong) | | Fos, France (26 February 1986) |
| 89-014 | -same as above- | -same as above- | -same as above- | -same as above- | | Persian Gulf (July and 24 September 1987) |
| 89-015 | -same as above- | -same as above- | -same as above- | -same as above- | | Jebel Dhanna, United Arab Emirates (27 November 1987) |
| | | | | | | Das Island, Fujairah Anchorage (1 December 1987) |
| 89-016 | -same as above- | -same as above- | -same as above- | -same as above- | | Mina al Fahah, Oman (2 April 1988) |
| 89-017 | -same as above- | -same as above- | -same as above | -same as above- | | Persian Gulf (May 1988) |
| 89-018 | -same as above- | -same as above- | -same as above- | -same as above- | | Unknown port (October 1988) |
| 91-043 | -same as above- | -same as above- | -same as above- | -same as above- | | Mina al Fahal, Oman (1 July 1989) |
| 91-059 | -same as above- | -same as above- | -same as above- | -same as above- | | Fujairah Anchorage, Persian Gulf (7 February 1989) |
| 90-046 | World Harmony (Panama) | Canwood Co. S.A. (Panama) | World-Wide Shipping Group (Hong Kong) | World-Wide Shipping Agency Ltd. (Hong Kong) | | Mina al Fahal, Oman (27 April 1988) |

| Year or number | Name of ship (flag) | Registration ownership | Beneficial ownership | Managing company | Other companies involved | Port(s) of departure (date of departure) |
|---|---|---|---|---|---|---|
| 90-047 | -same as above- | -same as above- | -same as above- | -same as above- | | Mina al Fahal, Oman (10 September 1988) |
| 90-048 | -same as above- | -same as above- | -same as above- | -same as above- | | Fujairah Anchorage, Persian Gulf (7 October 1988) |
| 91-024 | -same as above- | -same as above- | -same as above- | -same as above- | | Zeit Bay Terminal, Egypt (31 January 1991) |
| 91-060 | -same as above- | -same as above- | -same as above- | -same as above- | | Unidentified port, Persian Gulf (unknown date) |
| 91-061 | -same as above- | -same as above- | -same as above- | -same as above- | | Fujairah Anchorage, Persian Gulf (22 November 1989) |
| 91-300 | -same as above- | -same as above- | -same as above- | -same as above- | | Zeit Bay Terminal, Egypt (31 January 1991) |
| 89-019 | World Hitachi Zosen (Liberia) | Solstice Co. Ltd. (Liberia) | World-Wide Shipping Group (Hong Kong) | World-Wide Shipping Agency Ltd. (Hong Kong) | | Zeit Bay, Egypt (19 June 1988) |
| 90-044 | -same as above- | -same as above- | -same as above- | -same as above- | African Middle East Petroleum (Monaco/Switzerland) | Suez Bay, Egypt (25 January 1989) |
| 90-045 | -same as above- | -same as above- | -same as above- | -same as above- | | Fateh Terminal, United Arab Emirates (5 March 1989) |
| 91-025 | World Hitachi Zosen (Panama) | Sameon, c/o World-Wide Shipping Agency Ltd. (Hong Kong) | World-Wide Shipping Group (Hong Kong) | World-Wide Shipping Agency Ltd. (Hong Kong) | | Unidentified port, Persian Gulf (1 June 1990) |
| 91-026 | -same as above- | -same as above- | -same as above- | -same as above- | | Kharg Island, Islamic Republic of Iran (unknown date) |
| 89-021 | World Nisseki (Liberia) | | World-Wide Shipping Group (Hong Kong) | World-Wide Shipping Agency Ltd. (Hong Kong) | | Europoort, Netherlands (19 January 1987) |
| 89-022 | -same as above- | | -same as above- | -same as above- | | Jebel Dhanna, Fateh Terminal, United Arab Emirates (5 April 1987) |
| 91-027 | World Prelude (Panama) | Clover Co. S.A. (Panama) | World-Wide Shipping Group (Hong Kong) | World-Wide Shipping Agency Ltd. (Hong Kong) | | Unidentified port, Persian Gulf (1 December 1990) |

| Year or number | Name of ship (flag) | Registration ownership | Beneficial ownership | Managing company | Other companies involved | Port(s) of departure (date of departure) |
|---|---|---|---|---|---|---|
| 91-062 | -same as above- | -same as above- | -same as above- | -same as above- | | Mina al Fahal, Oman (1 April 1989) |
| 89-023 | World Progress (Liberia) | Liberian Begonia Transports Inc. (Liberia) | World-Wide Shipping Group (Hong Kong) | World-Wide Shipping Group (Hong Kong) | | Fateh Terminal, United Arab Emirates (21 November 1986) |
| 89-024 | -same as above- | -same as above- | -same as above- | -same as above- | | Fateh Terminal, United Arab Emirates (24 December 1986) |
| 89-025 | -same as above- | -same as above- | -same as above- | -same as above- | | Jebel Dhanna, Das Island, United Arab Emirates (19 June 1987) |
| 89-026 | -same as above- | -same as above- | -same as above- | -same as above- | Total (France) | Jebel Dhanna, United Arab Emirates (1 August 1987) |
| 89-027 | -same as above- | -same as above- | -same as above- | -same as above- | | Jebel Dhanna, Fateh Terminal, United Arab Emirates (17 November 1987) |
| 89-028 | -same as above- | -same as above- | -same as above- | -same as above- | | Ras Shukheir, Zeit Bay, Egypt, and Jeddah, Saudi Arabia (31 May 1988) |
| 89-029 | -same as above- | -same as above- | -same as above- | -same as above- | | Ras Shukkeir, Zeit Bay, Egypt (23 July 1988) |
| 89-030 | -same as above- | -same as above- | -same as above- | -same as above- | | Unknown (September 1988) |
| 89-031 | -same as above- | -same as above- | -same as above- | -same as above- | | Jebel Dhanna, Fateh Terminal, United Arab Emirates (22 November 1988) |
| 91-028 | World Progress (Panama) | -same as above- | -same as above- | World-Wide Shipping Agency Ltd. (Hong Kong) | | Unidentified port, Persian Gulf (October 1990) |
| 1988 | World Renown (Liberia) | Liberian Jaguar Transports Inc. (Hong Kong) | World-Wide Shipping Group (Hong Kong) | World-Wide Shipping Agency Ltd. (Hong Kong) | Sigmoil (United Kingdom) | Persian Gulf (11 May 1987) |
| 89-032 | -same as above- | -same as above- | -same as above- | -same as above- | -same as above- | Juaymah Terminal, Saudi Arabia (16 March 1987) |
| 89-033 | -same as above- | -same as above- | -same as above- | -same as above- | | Persian Gulf (May 1987 and 24 January 1988) |

| Year or number | Name of ship (flag) | Registration ownership | Beneficial ownership | Managing company | Other companies involved | Port(s) of departure (date of departure) |
|---|---|---|---|---|---|---|
| 89-034 | -same as above- | -same as above- | -same as above- | -same as above- | | Fateh Terminal United Arab Emirates, Mina al Fahal, Oman (24 January 1988) |
| 89-035 | -same as above- | -same as above- | -same as above- | -same as above- | | Ras Gharib, Egypt (5 May 1988) |
| 90-014 | -same as above- | Liberian Jaguar Transports Inc. (Liberia) | -same as above- | -same as above- | | Mina al Fahal, Oman (5 July 1989) |
| 90-015 | -same as above- | -same as above- | -same as above- | -same as above- | African Middle East Petroleum (Monaco/Switzerland) | Ras Shukheir, Egypt (23 October 1989) |
| 91-029 | World Renown (Panama) | Konease, c/o World-Wide Shipping | -same as above- | -same as above- | | Unidentified port, Persian Gulf (March 1990) |
| 91-030 | -same as above- | -same as above- | -same as above- | -same as above- | | Singapore (3 May 1990) |
| 91-063 | -same as above- | -same as above- | -same as above- | -same as above- | | Ras Tanura, Saudi Arabia (19 May 1989) |
| 89-037 | World Summit (Liberia) | Liberian Serenity Transports Inc. (Liberia) | World-Wide Shipping Group (Hong Kong) | World-Wide Shipping Agency Ltd. (Hong Kong) | | Persian Gulf (September 1987)<br>Larak Island, Islamic Republic of Iran |
| 89-038 | -same as above- | -same as above- | -same as above- | -same as above- | | |
| 91-304 | -same as above- | -same as above- | -same as above- | -same as above- | | Fateh Terminal, United Arab Emirates (10 March 1989) |
| 1988 | World Symphony (Liberia) | Chiswell Shipping Ltd. (Liberia) | World-Wide Shipping Group (Hong Kong) | World-Wide Shipping Agency Ltd. (Hong Kong) | Marubeni (Japan)<br>Marc Rich and Co. AG (Switzerland) | Zurku Island, United Arab Emirates (26 September 1986)<br>Halul Island, Qatar (unknown date) |
| 1988 | -same as above- | -same as above- | -same as above- | -same as above- | -same as above- | Zurku Island, United Arab Emirates (late February/early March 1987) |
| 89-039 | -same as above- | -same as above- | -same as above- | -same as above- | Marc Rich and Co. AG (Switzerland) | Zurku Island, Fateh Terminal, United Arab Emirates (1 October 1986) |

| Year or number | Name of ship (flag) | Registration ownership | Beneficial ownership | Managing company | Other companies involved | Port(s) of departure (date of departure) |
|---|---|---|---|---|---|---|
| 89-040 | -same as above- | -same as above- | -same as above- | -same as above- | Marc Rich and Co. AG (Switzerland) | Zurku Island, United Arab Emirates (21 February 1987) |
| 89-041 | -same as above- | -same as above- | -same as above- | -same as above- | -same as above- | Unknown |
| 1988 | World Truth (Liberia) | Liberian Haven Transports Inc. (Hong Kong) | World-Wide Shipping Group (Hong-Kong) | World-Wide Shipping Agency Ltd. (Hong Kong) | | Singapore Roads, Singapore (25 June 1985) |
| 89-042 | -same as above- | -same as above- | -same as above- | -same as above- | | Fateh Terminal, United Arab Emirates (7 July 1987) |
| 89-043 | -same as above- | -same as above- | -same as above- | -same as above- | | Singapore Roads, Singapore (19 September 1987) |
| 89-044 | World Victory (Liberia) | Brightness Co. S.A. (Panama) | World-Wide Shipping Group (Hong Kong) | World-Wide Shipping Agency Ltd. (Hong Kong) | | Hovic, United States Virgin Islands (26 March 1987) |
| 89-045 | -same as above- | -same as above- | -same as above- | -same as above- | | Islamic Republic of Iran (August 1987) |
| 1988 | World Xanadu (Liberia) | Liberian Courage Transports Inc. (Liberia) | World-Wide Shipping Group (Hong Kong) | World-Wide Shipping Agency Ltd. (Hong Kong) | | Fateh Terminal, United Arab Emirates and Mina al Fahal, Oman (27 October 1986) |
| 89-046 | -same as above- | -same as above- | -same as above- | -same as above- | | Fateh Terminal, United Arab Emirates (26 October 1986) |
| 89-047 | -same as above- | -same as above- | -same as above- | -same as above- | | Jebel Dhanna, Fateh Terminal, United Arab Emirates (10 December 1987) |
| 89-048 | -same as above- | -same as above- | -same as above- | -same as above- | | Zurku Island, Das Island, United Arab Emirates (12 December 1987) |
| 90-012 | -same as above- | Liberian Courage Transports Inc. (Liberia) | -same as above- | -same as above- | | Fateh Terminal, United Arab Emirates (3 September 1987) |
| 90-013 | -same as above- | -same as above- | -same as above- | -same as above- | | Unidentified port, Islamic Republic of Iran (unknown date) |

## B. Communications between Governments and the Intergovernmental Group concerning cases of alleged violations reported between 1987 and 1991

1. In notes verbales dated 29 August 1991, the Permanent Mission of the Islamic Republic of Iran submitted information on cases of alleged violations. After considering the information, the Intergovernmental Group decided on the following. It was decided that the cases involving the ships Rafio (90-016); and Fellowship L. (90-033) should be removed from further consideration. The Group requested further information on the cases involving the ships Faroship L. (90-004); Rafio (90-017, 90-019, 90-020, 90-021, 90-022); Fellowship L. (90-031, 90-087); Boni (90-076); World Hitachi Zosen (90-026); Indiana (90-039); Azuro/Knockville (90-043); and World Victory (89-045). The Group decided that the Islamic Republic of Iran would no longer be associated with the cases of Friendship L. (90-026); Fortuneship L. (90-028, 90-029, 90-030); Dorian/Cotinga (90-034); and Azuro/Knockville (90-041, 90-042). The case involving the ship Louisiana (90-057) will be retained in the annex of the report. The Group submitted information to the Mission of Iran for its consideration on the case of Indiana (91-039).

2. In a note verbale dated 6 November 1991, the Permanent Mission of Norway submitted information on the cases involving the ships Brali (91-032) and Hoegh Favour (90-031). After considering the information, the Intergovernmental Group decided to request certificates of discharge from the Mission of Norway.

3. In a note verbale dated 12 September 1991, the Permanent Mission of Greece submitted information on cases of alleged violations reported in 1991. After considering the information, the Intergovernmental Group decided to request a certificate of discharge on the case involving the ship Patriotic (91-057) and requested further information on the cases involving the ship Aurora Borealis (91-047, 91-048).

4. In a note verbale dated 7 October 1991, the Permanent Mission of Italy submitted information on the case involving the ship Three Maj (91-051). The Intergovernmental Group decided to request a certificate of discharge.

5. In a note verbale dated 16 September 1991, the Permanent Mission of Bahrain submitted documentation on the cases involving the ships Singa Star, Biscaya and Gentle Breeze. After considering the documentation, the Intergovernmental Group decided to request Bahrain to take action with respect to the falsification of documents. The Intergovernmental Group also decided to remove from further consideration the case of Illinois (91-056).

6. In a note verbale dated 19 December 1991, the Permanent Mission of Germany submitted information with regard to the case involving the ship St. Nikolai (91-033). After considering the information, the Intergovernmental Group decided to request further information from the Missions of Norway and Mozambique.

7. In a note verbale dated 6 February 1992, the Permanent Mission of Qatar submitted information on cases of alleged violations. After considering the information, the Intergovernmental Group decided to remove the case of World Hitachi Zosen (89-020), and to retain the cases of Ethnic (90-010) and Patriotic (91-003) in the annex.

## ANNEX II

### Summary of cases of alleged violations reported in 1992

The listing of ships in this annex in no way implies a charge against or a passing of judgement on the individual States concerned or companies under their jurisdiction. The Intergovernmental Group is still verifying the information received, and it continues to depend on the cooperation extended to it by Governments.

92-001

1. The Aurora Australis is a tanker of 227,440 dead-weight tons registered under the flag of Liberia. It is owned by Aurora Australis Maritime Corp. (Liberia) and beneficially owned by Embiricos Shipping (Greece/United Kingdom). The manager is Buenamar Compania Naviera S.A. (Greece). It departed from Fateh Terminal, United Arab Emirates, on 29 July 1990. It is alleged to have delivered oil to South Africa before arriving at Juaymah Terminal, Saudi Arabia, on 28 September 1990.

92-002

2. The same ship departed from Fateh Terminal, United Arab Emirates, on 17 November 1990 and arrived at Das Island, United Arab Emirates, on the same day. It departed from there on 18 November 1990. It is alleged to have delivered oil to South Africa before arriving at Fujairah Anchorage on 27 December 1990.

92-003

3. The Aurora Borealis is a tanker of 237,183 dead-weight tons registered under the flag of Liberia. It is owned by Aurora Borealis Maritime Corp. (Liberia) and beneficially owned by Embiricos Shipping (Greece/United Kingdom). The manager is Buenamar Compania Naviera S.A. (Greece). It departed from Jebel Dhanna, United Arab Emirates, on 29 December 1989 and arrived at Mina al Fahal, Oman, on 31 December 1989. It departed from there on 1 January 1990. It is alleged to have delivered oil to South Africa before arriving at Mina al Ahmadi, Kuwait, on an unknown date and then at Zirku Island, United Arab Emirates, on 12 February 1990.

92-004

4. The same ship departed from unknown port(s) in May 1990 and it is alleged to have delivered oil to South Africa before arriving at Fujairah Anchorage on 17 July 1990.

92-005

5. The same ship departed from Zirku Island, United Arab Emirates, on 22 July 1990 and arrived at Fujairah Anchorage on 23 July 1990. It departed on the same day and it is alleged to have delivered oil to South Africa before returning to Fujairah Anchorage on 18 August 1990.

92-006

6. The same ship departed from Ras Shukheir, Egypt, on 18 October 1990 and it is alleged to have delivered oil to South Africa before arriving at Fujairah Anchorage on 18 November 1990.

92-007

7. The same ship departed from Fateh Terminal, United Arab Emirates, on 5 December 1990 and it is alleged to have delivered oil to South Africa before arriving at Fateh Terminal, United Arab Emirates, on 8 January 1991.

92-008

8. The Batis is a combination carrier of 155,089 dead-weight tons registered under the flag of Greece. It is owned by Batis Maritime Corp. (Liberia) and beneficially owned by Embiricos Shipping (Greece/United Kingdom). It is managed by Buenamar Compania Naviera S.A. (Greece). It departed from Ras Shukheir, Egypt, on 24 June 1990 and arrived at Zeit Bay Terminal, Egypt, on the same day. It departed from there on 28 June 1990 and it is alleged to have delivered oil to South Africa before passing through Gibraltar on 16 August 1990.

92-009

9. The same ship departed from Ras Isa Terminal, Yemen, on 25 March 1991. It is alleged to have delivered oil to South Africa before arriving at Taranto, Italy, on 5 May 1991.

92-010

10. The same ship departed from Zeit Bay Terminal, Egypt, on 26 June 1991 and arrived at Ras Shukheir, Egypt, on the same day. It departed from there on 28 June 1991. It is alleged to have delivered oil to South Africa before arriving at Port Angeles, United States, on 16 August 1991.

92-011

11. The Chryssi is a tanker of 227,440 dead-weight tons registered under the flag of Greece. It is owned by an unknown company (Greece) and beneficially owned by Embiricos Shipping (Greece/United Kingdom). The manager is Aeolos Management S.A. (Greece). It departed from Fateh Terminal, United Arab Emirates, on 23 September 1991. It is alleged to have delivered oil to South Africa before arriving at Ras Tanura, Saudi Arabia, on 21 December 1991.

92-012

12. The Crete is a tanker of 237,183 dead-weight tons registered under the flag of Greece. It is owned by an unknown company (Greece) and beneficially owned by Embiricos Shipping (Greece/United Kingdom). The manager is Aeolos Management S.A. (Greece). It departed from Jebel Dhanna, United Arab Emirates, on 1 August 1991 and arrived at Fateh Terminal, United Arab Emirates, on 3 August 1991. It departed from there on the same day and it is alleged to have delivered oil to South Africa before arriving at Fujairah Anchorage on 2 September 1991.

92-013

13. The Ethnic is a tanker of 290,767 dead-weight tons registered under the flag of Greece. It is owned by Moonlight Shipping Co. S.A. (Panama) and beneficially owned by C. M. Lemos (Greece/United Kingdom). The manager is Nereus Shipping S.A. (Greece). It departed from Fateh Terminal, United Arab Emirates, on 11 December 1990. It is alleged to have delivered oil to South Africa before arriving at Juaymah Terminal, Saudi Arabia, on 18 January 1991.

92-014

14. The Illinois is a tanker of 290,767 dead-weight tons registered under the flag of Liberia. It is owned by Illinois Tanker Co. (Liberia) and beneficially owned by Hadjipateras Group c/o Peninsular Mar. (Greece/United Kingdom). The manager is Dorian (Hellas) S.A. (Greece). It departed from Kharg Island, Islamic Republic of Iran, on 2 September 1989. It is alleged to have delivered oil to South Africa before arriving at the Persian Gulf on an unknown date.

92-015

15. The Indiana is a tanker of 300,029 dead-weight tons registered under the flag of the Bahamas. It is owned by Indiana Transport Co. (Liberia) and beneficially owned by Hadjipateras Group c/o Peninsular Mar. (Greece/United Kingdom). The manager is Dorian (Hellas) S.A. (Greece). It departed from Tebig, Brazil, on 4 March 1990 and arrived at the Persian Gulf on an unknown date. It is alleged to have delivered oil to South Africa before arriving at the Persian Gulf around mid-May 1990.

92-016

16. The Connecticut is a tanker of 227,355 dead-weight tons registered under the flag of Liberia. It is owned by Connecticut Tanker Co. (Liberia) and beneficially owned by Hadjipateras Group c/o Peninsular Mar. (Greece/United Kingdom). The manager is Dorian (Hellas) S.A. (Greece). It departed from Fateh Terminal, United Arab Emirates, on 7 November 1990. It is alleged to have delivered oil to South Africa before arriving at Kharg Island, Islamic Republic of Iran, on 14 January 1991.

92-017

17. The Faroship L. is a tanker of 268,951 dead-weight tons registered under the flag of Greece. It is owned by Ceres Hellenic Shipping Enterprises (Greece) and beneficially owned by G. P. Livanos/Carras Group c/o Unisea (Greece/United Kingdom). The manager is Ceres Hellenic Shipping Enterprises (Greece). It departed from Zirku Island, United Arab Emirates, on 10 January 1989 and arrived at Fateh Terminal, United Arab Emirates, on the same day. It departed from there on 11 January 1989 and it is alleged to have delivered oil to South Africa before arriving at Khor Fakkan Anchorage, Persian Gulf, on 12 February 1989.

92-018

18. The Fellowship L. is a tanker of 264,108 dead-weight tons registered under the flag of Liberia. It is owned by Elgrandiosa Inc. (Liberia) and beneficially owned by G. P. Livanos/Carras Group c/o Unisea (Greece/United Kingdom). The manager is Ceres Hellenic Shipping Enterprises (Greece). It departed from Kharg Island, Islamic Republic of Iran, on an unknown date and arrived at Fateh Terminal, United Arab Emirates, on 18 June 1990. It departed from there on 19 June 1990 and it is alleged to have delivered oil to South Africa before arriving at Das Island, United Arab Emirates, on 21 July 1990.

92-019

19. The Fortuneship L. is a tanker of 268,081 dead-weight tons registered under the flag of Greece. It is owned by Elregina Inc. (Liberia) and beneficially owned by G. P. Livanos/Carras Group c/o Unisea (Greece/United Kingdom). The manager is Ceres Hellenic Shipping Enterprises (Greece). It departed from Kharg Island, Islamic Republic of Iran, on 30 July 1989. It is alleged to have delivered oil to South Africa before arriving at Khor Fakkan, Persian Gulf, on 6 September 1989.

92-020

20. The same ship departed from an unknown port in South Africa around mid-August 1989 and made a stop at an unknown port on an unknown date. It is alleged to have delivered oil to South Africa before arriving at Khor Fakkan, Persian Gulf, on 6 September 1989.

92-021

21. The same ship departed from Zeit Bay Terminal, Egypt, on 15 November 1990 and arrived at Ras Shukheir, Egypt, on the same day. It departed from there on 18 November 1990 and arrived at Suez, Egypt, on 19 November 1990. It is alleged to have delivered oil to South Africa before arriving at Ras Tanura, Saudi Arabia, on 4 February 1991.

92-022

22. The Freedomship L. is a tanker of 283,271 dead-weight tons registered under the flag of Greece. It is owned by Caroline Nav. Inc. (Liberia) and beneficially owned by G. P. Livanos/Carras Group c/o Unisea (Greece/United Kingdom). The manager is Ceres Hellenic Shipping Enterprises (Greece). It departed from Das Island, United Arab Emirates, on 19 May 1990 and arrived at Zirku Island, United Arab Emirates, on the same day. It departed from there on 21 May 1990 and it is alleged to have delivered oil to South Africa before arriving at Ras al Khafji, Saudi Arabia, on 21 June 1990.

92-023

23. The same ship departed from Sao Sebastiao, Brazil, on 1 August 1990. It is alleged to have delivered oil to South Africa before arriving at Fateh Terminal, United Arab Emirates, on 12 September 1990.

92-024

24. The Friendship L. is a tanker of 267,590 dead-weight tons registered under the flag of Greece. It is owned by Elfontana Inc. (Liberia) and beneficially owned by G. P. Livanos/Carras Group c/o Unisea (Greece/United Kingdom). The manager is Ceres Hellenic Shipping Enterprises (Greece). It passed through Suez on 26 June 1990 and made a stop at an unknown port in the Persian Gulf in July 1990. It is alleged to have delivered oil to South Africa.

92-025

25. The same ship passed through Suez on 8 October 1991 and made a stop at unknown port(s) in the Persian Gulf on unknown date(s). It is alleged to have delivered oil to South Africa before arriving at Jebel Dhanna, United Arab Emirates, on 28 November 1991.

92-026

26. The same ship departed from Jebel Dhanna, United Arab Emirates, on 29 November 1991 and arrived at Zirku Island, United Arab Emirates, on 1 December 1991. It departed from there on 2 December 1991 and it is alleged to have delivered oil to South Africa before arriving at Ras Tanura, Saudi Arabia, on 21 January 1992.

92-027

27. The Sailor is a tanker of 232,397 dead-weight tons registered under the flag of the Bahamas. It is owned by Seaward Shipping Inc. (Liberia). It is beneficially owned and managed by Coulouthros Ltd. (United Kingdom/Greece). It departed from Ras Shukheir, Egypt, on 4 November 1991. It is alleged to have delivered oil to South Africa before arriving at Ras Tanura, Saudi Arabia, on 13 December 1991.

92-028

28. The Brittany is a tanker of 233,348 dead-weight tons registered under the flag of Panama. It is owned by Pine Shipping Co. S.A. (Panama) and beneficially owned by World-Wide Shipping Group (Hong Kong/Cayman Islands/Bermuda). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It departed from Fateh Terminal, United Arab Emirates, on 24 April 1991. It is alleged to have delivered oil to South Africa before arriving at Ras Tanura, Saudi Arabia, on 3 June 1991.

92-029

29. The Eastern Courage is a tanker of 267,807 dead-weight tons registered under the flag of Panama. It is owned by an unknown company (Panama) and beneficially owned by World-Wide Shipping Group (Hong Kong/Cayman Islands/Bermuda). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It departed Jebel Dhanna, United Arab Emirates, on 30 August 1991. It is alleged to have delivered oil to South Africa before arriving at Ras Shukheir, Egypt, on 13 November 1991.

92-030

30. The same ship departed from Ras Shukheir, Egypt, on 16 November 1991. It is alleged to have delivered oil to South Africa before arriving at Juaymah Terminal, Saudi Arabia, on 23 December 1991.

92-031

31. The Eastern Power is a tanker of 275,553 dead-weight tons registered under the flag of Panama. It is owned by an unknown company (Panama) and beneficially owned by World-Wide Shipping Group (Hong Kong/Cayman Islands/Bermuda). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). The owner of the cargo was Suez Oil Company (Egypt). It departed from Zeit Bay Terminal, Egypt, on 29 March 1991. It is alleged to have delivered oil to South Africa before its arrival at Jebel Dhanna, United Arab Emirates, on 5 May 1991.

92-032

32. The Eastern Promise is a tanker of 268,638 dead-weight tons registered under the flag of Liberia. It is owned by Norwick Co. Ltd. (Liberia) and beneficially owned by World-Wide Shipping Group (Hong Kong/Cayman Islands/Bermuda). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It departed from Fateh Terminal, United Arab Emirates, on 29 April 1991 and arrived at Das Island, United Arab Emirates, on the same day. It departed from there, on 1 May 1991 and it is alleged to have delivered oil to South Africa before arriving at Fateh Terminal, United Arab Emirates, on 2 June 1991.

92-033

33. The Graz is a tanker of 233,335 dead-weight tons registered under the flag of Liberia. It is owned by Richmore Company Ltd. (Liberia) and beneficially owned by World-Wide Shipping Group (Hong Kong). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It departed from Das Island, United Arab Emirates, on an unknown date and arrived at Fateh Terminal, United Arab Emirates, on 25 December 1990. It departed from there on 29 December 1990 and it is alleged to have delivered oil to South Africa before arriving at Juaymah Terminal, Saudi Arabia, on 24 January 1991.

92-034

34. The Pisa is a tanker of 276,422 dead-weight tons registered under the flag of Panama. It is owned by an unknown company (Panama) and beneficially owned by World-Wide Shipping Group (Hong Kong/Cayman Islands/Bermuda). The manager is World-Wide Shipping Managers Ltd. (Bermuda). It passed through Suez on 6 May and made a stop at an unknown port in the Middle East on an unknown date. It is alleged to have delivered oil to South Africa before arriving at Ras Tanura, Saudi Arabia, on 10 September 1991.

92-035

35. The Rome is a tanker of 274,531 dead-weight tons registered under the flag of Panama. It is owned by an unknown company (Panama) and beneficially

owned by World-Wide Shipping Group (Hong Kong/Cayman Islands/Bermuda). The manager is World-Wide Shipping Managers Ltd. (Bermuda). It departed from Kharg Island, Islamic Republic of Iran, on an unknown date. It arrived at Fateh Terminal, United Arab Emirates, on 18 April 1991 and departed the next day. It is alleged to have delivered oil to South Africa before arriving at Ras Tanura, Saudi Arabia, on 18 May 1991.

92-036

36. The World Brasilia is a tanker of 283,761 dead-weight tons registered under the flag of Panama. It is owned by an unknown company (Panama) and beneficially owned by World-Wide Shipping Group (Hong Kong/Cayman Islands/Bermuda). The manager is World-Wide Shipping Managers Ltd. (Bermuda). It departed from Jebel Dhanna, United Arab Emirates, on 3 June 1991 and arrived at Zirku Island, United Arab Emirates, on the same day. It departed from there on 6 June 1991 and it is alleged to have delivered oil to South Africa before arriving at Fateh Terminal, United Arab Emirates, on 13 July 1991.

92-037

37. The same ship departed from Fateh Terminal, United Arab Emirates, on 15 July 1991. It is alleged to have delivered oil to South Africa before arriving at Fujairah Anchorage on an unknown date and then at Bahrain, on 10 November 1991.

92-038

38. The World Champion is a tanker of 273,117 dead-weight tons registered under the flag of Liberia. It is owned by Necomark Shipping Group (Hong Kong) and beneficially owned by World-Wide Shipping Group (Hong Kong). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It departed from Zeit Bay Terminal, Egypt, on 17 September 1991 and arrived at Ras Shukheir, Egypt, on the same day. It departed from there on 19 September 1991 and it is alleged to have delivered oil to South Africa before arriving at Mina al Fahal, Oman, on 24 October 1991.

92-039

39. The same ship arrived at Pasir Gudang, Malaysia, on 9 June 1991 and departed on an unknown date. It arrived at unknown port(s) on unknown date(s) and it is alleged to have delivered oil to South Africa before arriving at Jeddah, Saudi Arabia, on 8 September 1991.

92-040

40. The World Harmony is a tanker of 259,596 dead-weight tons registered under the flag of Panama. It is owned by Canwood Co. S.A. (Panama) and beneficially owned by World-Wide Shipping Group (Hong Kong/Cayman Islands/Bermuda). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It departed from Jebel Dhanna, United Arab Emirates, on 22 April 1991 and arrived at Zirku Island, United Arab Emirates, on 23 April 1991. It departed from there the next day and it is alleged to have delivered oil to South Africa before arriving at Ras Tanura, Saudi Arabia, on 24 May 1991.

92-041

41. The same ship departed from Fateh Terminal, on 23 June 1991. It is alleged to have delivered oil to South Africa before arriving at Hamriyah Terminal, United Arab Emirates.

92-042

42. The World Pendant is a tanker of 265,316 dead-weight tons registered under the flag of Panama. It is owned by Colindale Co. S.A. (Panama) and beneficially owned by World-Wide Shipping Group (Hong Kong/Cayman Islands/Bermuda). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). The ship departed for Zeit Bay Terminal, Egypt, on 21 April 1991 and arrived at Ras Shukheir, Egypt, on the same day. It departed from there on 23 April 1991 and it is alleged to have delivered oil to South Africa before arriving at Juaymah Terminal, Saudi Arabia, on 27 June 1991.

92-043

43. The World Phoenix is a tanker of 276,052 dead-weight tons registered under the flag of Panama. It is owned by Swallow Co. S.A. (Panama) and beneficially owned by World-Wide Shipping Group (Hong Kong/Cayman Islands/Bermuda). The manager is World-Wide Shipping Managers Ltd. (Bermuda). It passed through Suez on 30 September 1991 and arrived at unknown port(s) in the Persian Gulf on unknown date(s). It is alleged to have delivered oil to South Africa before arriving at Ras Tanura, Saudi Arabia, on 14 November 1991.

92-044

44. The World Prelude is a tanker of 265,243 dead-weight tons registered under the flag of Panama. It is owned by Clover Co. S.A. (Panama) and beneficially owned by World-Wide Shipping Group (Hong Kong/Cayman Islands/Bermuda). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It departed from Ras Shukheir, Egypt, on 22 February. It is alleged to have delivered oil to South Africa before arriving at Ras Tanura, Saudi Arabia, on 27 March 1991.

92-045

45. The World Prospect is a tanker of 275,984 dead-weight tons registered under the flag of Panama. It is owned by Purbeck Co. S.A. (Panama) and beneficially owned by World-Wide Shipping Group (Hong Kong/Cayman Islands/Bermuda). The manager is World-Wide Shipping Managers Ltd. (Bermuda). It departed from Fateh Terminal, United Arab Emirates, on 28 June 1991 and arrived at Das Island, United Arab Emirates, on 29 June 1991. It departed from there on 2 July 1991 and it is alleged to have delivered oil to South Africa before arriving at Fateh Terminal, United Arab Emirates, on 8 August 1991.

92-046

46. The World Renown is a tanker of 262,267 dead-weight tons registered under the flag of Liberia. It is owned by Liberian Jaguar Transports Inc. (Liberia)

and beneficially owned by World-Wide Shipping Group (Hong Kong). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It departed from Khor Fakkan, Persian Gulf, on 16 July 1991. It made calls at unknown port(s) in the Persian Gulf on unknown date(s). It is alleged to have delivered oil to South Africa before arriving at Juaymah Terminal, Saudi Arabia, on 9 October 1991.

92-047

47. The World Summit is a tanker of 260,064 dead-weight tons registered under the flag of Liberia. It is owned by Liberian Serenity Transports Inc. (Liberia) and beneficially owned by World-Wide Shipping Group (Hong Kong/Cayman Islands/Bermuda). The manager is World-Wide Shipping Managers Ltd. (Bermuda). The ship sailed off Khor Fakkan, Persian Gulf, on 7 June 1991 and arrived at Kharg Island, Islamic Republic of Iran, on an unknown date. It is alleged to have delivered oil to South Africa before arriving at Khor Fakkan, Persian Gulf, on 13 July 1991.

92-048

48. The World Xanadu is a tanker of 264,170 dead-weight tons registered under the flag of Liberia. It is owned by Liberian Courage Transports Inc. (Liberia) and beneficially owned by World-Wide Shipping Group (Hong Kong/Cayman Islands/Bermuda). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It departed from Fateh Terminal, United Arab Emirates. It is alleged to have delivered oil to South Africa before sailing to the Persian Gulf on an unknown date.

92-049

49. The World Hitachi Zosen is a tanker of 298,904 dead-weight tons registered under the flag of Panama. It is owned by an unknown company (Panama) and beneficially owned by World-Wide Shipping Group (Hong Kong/Cayman Islands/Bermuda). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). It departed from Jebel Dhanna, United Arab Emirates, on 22 October 1991 and arrived at Fateh Terminal, United Arab Emirates, on the next day. It departed from there on 24 October 1991 and it is alleged to have delivered oil to South Africa before arriving at unknown port(s) in the Persian Gulf in November 1991.

92-050

50. The same ship departed from a South African port in early November 1991. It made calls at unknown port(s) in the Middle East in November 1991. It is alleged to have delivered oil to South Africa before arriving at Das Island, United Arab Emirates, on 24 December 1991.

92-051

51. The Alki is a tanker of 232,600 dead-weight tons registered under the flag of Cyprus. It is owned by Great Alki Navigation Co. Ltd. (Cyprus) and beneficially owned and managed by Seaarland Shipping Management GmbH (Austria). It departed from South Africa in early October 1989 and arrived at an unknown port in October 1989. It is alleged to have delivered oil to South Africa before arriving at Fujairah Anchorage, Persian Gulf, on 17 November 1989.

92-052

52. The same ship departed from Fateh Terminal, United Arab Emirates, on 2 April 1991. It is alleged to have delivered oil to South Africa before arriving at Europoort, Netherlands, on 21 May 1991.

92-053

53. The same ship departed from Fateh Terminal, United Arab Emirates, on 13 August 1991. It is alleged to have delivered oil to South Africa before arriving at Mina al Fahal, Oman, on 25 September 1991.

92-054

54. The Pacificos is a tanker of 268,467 dead-weight tons registered under the flag of Cyprus. It is owned by Gibbon Shipping Ltd. (Cyprus) and beneficially owned by Kulukundis Group c/o Off Shore Oil S. (United Kingdom). The manager is Saipan S.S. Corp. c/o Kassos Maritime (Greece). The owner of the cargo was African Middle East Petroleum Co. Ltd. (Monaco/Switzerland). It departed from Zeit Bay, Egypt, on 26 April 1990 and arrived at Ras Shukheir, Egypt, on the same day. It departed from there on 27 April 1990. It is alleged to have delivered oil to South Africa before arriving at Jebel Dhanna, United Arab Emirates, on 6 June 1990.

92-055

55. The same ship departed from Jebel Dhanna, United Arab Emirates, on 7 June 1990 and arrived at Fateh Terminal, United Arab Emirates, on 8 June 1990. It departed from there on the next day and it is alleged to have delivered oil to South Africa before arriving at Kharg Island, Islamic Republic of Iran, on 16 July 1990 and Ain Sukhna, Egypt, on 29 July 1990.

92-056

56. The same ship passed through the Suez Canal on 4 February 1991 and made calls at an unknown port(s) in the Middle East on unknown dates. It is alleged to have delivered oil to South Africa before arriving in the Persian Gulf late March 1991.

92-057

57. The Aias is a tanker of 259,442 dead-weight tons registered under the flag of Cyprus. It is owned by Anole Marine Co. Ltd. (Cyprus) and beneficially owned by an unknown company c/o Pleiades Shipping Agents (Greece). The manager is Pegasus Ocean Services Ltd. (United Kingdom). The owner of the cargo was Marimpex (Germany). The ship departed from Fateh Terminal, United Arab Emirates, on 7 February 1990. It is alleged to have delivered oil to South Africa before arriving at Kharg Island, Islamic Republic of Iran.

92-058

58. The same ship departed from Jebel Dhanna, United Arab Emirates, on 29 September 1991 and arrived at Zirku Island, United Arab Emirates, on

1 October 1991. It departed from there on the same day and it is alleged to have delivered oil to South Africa before arriving at Jeddah, Saudi Arabia, on 19 November 1991.

92-059

59. The Argos is a tanker of 219,175 dead-weight tons registered under the flag of Liberia. It is owned by Bankton Shipping Inc. (Liberia) and beneficially owned by an unknown company c/o Pleiades Shipping Agents (Greece). The manager is Pegasus Ocean Services Ltd. (United Kingdom). The ship departed from Fateh Terminal, United Arab Emirates, on 22 December 1989. It is alleged to have delivered oil to South Africa before arriving at Jebel Dhanna, United Arab Emirates, on 17 February 1990.

92-060

60. The Eastern Trust is a tanker of 270,985 dead-weight tons registered under the flag of United Kingdom. It is owned by Airlease International Nominees Ltd. (United Kingdom) and beneficially owned by Peninsular and Oriental (United Kingdom). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). The ship departed from Freeport, Bahamas, on 16 August 1990. It is alleged to have delivered oil to South Africa before arriving at Jebel Dhanna, United Arab Emirates, on 31 October 1990.

92-061

61. The same ship departed from Fateh Terminal, United Arab Emirates, on 27 April 1991. It is alleged to have delivered oil to South Africa before arriving at Kharg Island, Islamic Republic of Iran, on an unknown date.

92-062

62. The Indiana is a tanker of 300,029 dead-weight tons registered under the flag of the Bahamas. It is owned by Indiana Transport Co. (Liberia) and beneficially owned by Hadjipateras Group c/o Peninsular Mar. (Greece/United Kingdom). The manager is Dorian (Hellas) S.A. (Greece). The ship departed from Fujairah Anchorage, Persian Gulf, on 3 July 1991 and arrived at an an unknown port in the Persian Gulf on an unknown date. It is alleged to have delivered oil to South Africa before arriving at Fujairah Anchorage, Persian Gulf, on 25 September 1991.

92-063

63. The Obo Engin is a combination carrier of 78,075 dead-weight tons registered under the flag of Turkey. It is owned by Ermar Deniz Tasimiciligi A.S. (Turkey) and beneficially owned and managed by Marti Shipping and Trading Co. Inc. (Turkey). The owner of the cargo was AIC Ltd. (Bermuda/Monaco). The ship departed from Amsterdam, Netherlands, on 8 December 1990 and arrived at Europoort, Netherlands, on 9 December 1990. It departed from there on 10 December 1990 and passed through the Dover Strait/Brixham, United Kingdom, on 11 December 1990. It is alleged to have delivered oil to South Africa before arriving at Rotterdam, Netherlands, on 11 February 1991.

92-064

64. The Obo Basak is a combination carrier of 103,312 dead-weight tons registered under the flag of Turkey. It is owned by Denmar Denizcilik Ve Ticaret A.S. (Turkey) and beneficially owned and managed by Marti Shipping and Trading Co. Inc. (Turkey). The ship departed from Amsterdam, Netherlands, on 11 February 1991. It is alleged to have delivered oil to South Africa before arriving at Europoort, Netherlands, on 19 April 1991.

92-065

65. The Obo Deniz is a combination carrier of 103,312 dead-weight tons registered under the flag of Turkey. It is owned by an unknown company (Turkey) and beneficially owned and managed by Marti Shipping and Trading Co. Inc. (Turkey). The ship departed from Port de Bouc, France, on 25 January 1991 and passed west through Gibraltar, on 28 January 1991. It is alleged to have delivered oil to South Africa before arriving at Nacala, Mozambique, on 8 March 1991.

92-066

66. The Obo Vega is a combination carrier of 97,947 dead-weight tons registered under the flag of Turkey. It is owned by Ermar Deniz Tasimiciligi A.S. (Turkey) and beneficially owned and managed by Marti Shipping and Trading Co. Inc. (Turkey). The ship departed from Amsterdam, Netherlands, on 25 July 1991. It is alleged to have delivered oil to South Africa before arriving at Antwerp, Belgium, on 24 September 1991.

92-067

67. The same ship departed from Suez, Egypt, on 15 May 1991 and arrived at Jeddah, Saudi Arabia, on 27 May 1991. It departed from there on an unknown date and it is alleged to have delivered oil to South Africa before arriving at Las Palmas, Canary Islands, on 5 July 1991.

92-331

68. The Sailor is a tanker of 232,397 dead-weight tons registered under the flag of the Bahamas. It is owned by Seaward Shipping Inc. (Liberia) and beneficially owned and managed by Coulouthros Ltd. (United Kingdom/Greece). The ship departed from Ras Shukheir, Egypt, on 4 November 1991. It is alleged to have delivered oil to South Africa before arriving at Ras Tanura, Saudi Arabia, on 13 December 1991.

92-332

69. The Doha is a tanker of 275,396 dead-weight tons registered under the flag of Panama. It is owned by an unknown company (Panama) and beneficially owned by World-Wide Shipping Group (Hong Kong/Cayman Islands/Bermuda). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). The ship departed from Jebel Dhanna, United Arab Emirates, on 17 December 1991 and arrived at Fateh Terminal, United Arab Emirates, on 18 December 1991. It departed from there on the next day. It is alleged to have delivered oil to South Africa before arriving at Ras Tanura, Saudi Arabia, on 1 February 1992.

92-333

70. The Crete is a tanker of 237,183 dead-weight tons registered under the flag of Greece. It is owned by an unknown company (Greece) and beneficially owned by Embiricos Shipping (Greece/United Kingdom). The manager is Aeolos Management S.A. (Greece). The ship departed from Jebel Dhanna, United Arab Emirates, on 5 January 1992 and arrived at Das Island, United Arab Emirates, on the same day. It departed from there on 8 January 1992 and it is alleged to have delivered oil to South Africa before arriving at Juaymah Terminal, Saudi Arabia, on 12 February 1992.

92-334

71. The Pisa is a tanker of 276,422 dead-weight tons registered under the flag of Panama. It is owned by an unknown company (Panama) and beneficially owned by World-Wide Shipping Group (Hong Kong/Cayman Islands/Bermuda). The manager is World-Wide Shipping Managers Ltd. (Bermuda). The ship departed from Jebel Dhanna, United Arab Emirates, on 25 February 1992 and arrived at Fateh Terminal, United Arab Emirates, on the next day. It departed from there on 27 February 1992 and it is alleged to have delivered oil to South Africa before arriving at Ras al Khafji, Saudi Arabia, on an unknown date. It departed from there on 4 April 1992.

92-335

72. The Hellespont Orpheum is a tanker of 315,700 dead-weight tons registered under the flag of the Marshall Islands. It is owned by Hellespont Orpheum Corp. (Liberia) and beneficially owned and managed by Papachristidis Ltd. (United Kingdom/Greece). The ship departed from Fateh Terminal, United Arab Emirates, on 26 January 1992 and stopped at Kharg Island, Islamic Republic of Iran, on an unknown date. It is alleged to have delivered oil to South Africa before arriving at Fujairah Anchorage, Persian Gulf, on an unknown date. It arrived at Fateh Terminal, United Arab Emirates, on 10 March 1992.

92-336

73. The same ship departed from Fateh Terminal, United Arab Emirates, on 12 March 1992 and it is alleged to have delivered oil to South Africa.

92-337

74. The Hellespont Paradise is a tanker of 315,700 dead-weight tons registered under the flag of the Marshall Islands. It is owned by Hellespont Paradise Corp. (Liberia) and beneficially owned and managed by Papachristidis Ltd. (United Kingdom/Greece). The ship passed through Suez, Egypt, on 9 November 1991 and stopped at Yanbu, Saudi Arabia, on unknown dates. It is alleged to have delivered oil to South Africa before arriving at Fateh Terminal, United Arab Emirates, on 11 December 1991.

92-338

75. The same ship departed from Fateh Terminal, United Arab Emirates, on 13 December 1991. It is alleged to have delivered oil to South Africa before arriving at Juaymah Terminal, Saudi Arabia, on 8 January 1992.

92-339

76. The Obo Engin is a combination carrier of 78,075 dead-weight tons registered under the flag of Turkey. It is owned by Ermar Deniz Tasimiciligi A.S. (Turkey) and beneficially owned and managed by Marti Shipping and Trading Co. Inc. (Turkey). The cargo was owned by East Coast Group (United Kingdom). The ship departed from Melilli, Italy, on 18 October 1987 and arrived at La Skhira Roads, Tunisia, on 19 October 1987. It departed from there on an unknown date. It arrived at La Skhira, Tunisia, on 28 October 1987 and departed from there on 30 October 1987. It is alleged to have delivered oil to South Africa before passing through Gibraltar, on 25 December 1987 and arriving at Tarragona, Spain, on 26 December 1987.

92-340

77. The Azuro is a tanker of 268,863 dead-weight tons registered under the flag of Liberia. It is owned by Azuro Shipping Corp. (Liberia) and beneficially owned by Marimpex (Germany). The manager is Alpha Tankschiffahrt-Beteiligungs A.G. (Switzerland). The owner of the cargo was Marimpex (Germany). The ship departed from Jeddah, Saudi Arabia, on 23 May 1988 and made stops at unknown ports in the Persian Gulf in June 1988. It is alleged to have delivered oil to South Africa before arriving at Jeddah, Saudi Arabia, on 12 August 1988.

92-341

78. The World Victory is a tanker of 237,011 dead-weight tons registered under the flag of Panama. It is owned by Brightness Co. S.A. (Panama) and beneficially owned by World-Wide Shipping Group (Hong Kong). The manager is World-Wide Shipping Agency Ltd. (Hong Kong). The owner of the cargo was Marimpex (Germany). The ship departed from unknown ports and it is alleged to have delivered oil to South Africa before arriving at Jebel Dhanna, United Arab Emirates, on 17 October 1988.

ANNEX III

Survey of unclarified tanker calls at South African ports reported in 1991

The listing of ships in this annex in no way implies a charge against or a passing of judgement on the individual States concerned or companies under their jurisdiction. The Intergovernmental Group is still verifying the information received, and it continues to depend on the cooperation extended to it by Governments.

| Case number | Ship | Country of registration | Last known porting a/ | First South African porting | Date of first South African porting b/ |
|---|---|---|---|---|---|
| 91-065 | Ambra Hawk | Norway | Ras Tanura, Saudi Arabia | Saldanha Bay | 19 June 1990 (post) |
| 91-066 | Ambra Hunter | Norway | Singapore | Saldanha Bay | 25 June 1990 (pre) |
| 91-067 | Ambra Hunter | Norway | Tubarao, Brazil | Saldanha Bay | 21 August 1990 (post) |
| 91-068 | Andros Aries | Greece | Singapore | Saldanha Bay | 13 March 1990 (post) |
| 91-069 | Arapaho | Hong Kong | New Orleans, United States | Richards Bay | 23 March 1990 (post) |
| 91-070 | Arrow Combiner | Norway | Brixham, United Kingdom | Saldanha Bay | 3 March 1990 (post) |
| 91-071 | Atsuta Maru | Japan | Singapore | Saldanha Bay | 9 March 1990 (post) |
| 91-072 | Atsuta Maru | Japan | Singapore | Saldanha Bay | 26 September 1990 (post) |
| 91-073 | Bakri Navigator | Panama | Toamasina, Madagascar | Durban | 22 September 1990 |
| 91-074 | Bakri Navigator | Panama | Toamasina, Madagascar | Durban | 5 January 1990 |
| 91-076 | Barbarossa | Italy | Rio Grande, Brazil | Durban | 25 January 1990 |

| Case number | Ship | Country of registration | Last known porting a/ | First South African porting | Date of first South African porting b/ |
|---|---|---|---|---|---|
| 91-077 | Barbarossa | Italy | Pasir Gudang, Malaysia | Durban | 12 April 1990 |
| 91-079 | Barbarossa | Italy | Bahia Blanca, Argentina | Durban | 18 November 1990 |
| 91-080 | Batis | Greece | Djibouti | Saldanha Bay | 27 February 1990 (post) |
| 91-081 | Berge Odel | Norway | Mobile, United States | Richards Bay | 3 May 1990 |
| 91-082 | Berge Athene | Norway | Port Walcott, Australia | Saldanha Bay | 28 December 1990 |
| 91-083 | Bergebonde | Norway | Baltimore, United States | Richards Bay | 28 March 1990 (post) |
| 91-084 | Bergebonde | Norway | Hampton Roads, United States | Richards Bay | 14 January 1991 |
| 91-086 | Betula | Norway | Toamasina, Madagascar | Durban | 10 May 1990 |
| 91-087 | Botany Triton | Panama | Fremantle, Australia | Durban | 4 January 1991 |
| 91-088 | Botany Troubadour | Panama | Albany, Australia | Durban | 31 March 1990 |
| 91-089 | Botany Tradition | Panama | Fremantle, Australia | Durban | 25 May 1990 |
| 91-090 | Botany Tradition | Panama | Buenos Aires | Cape Town | 6 August 1990 (pre) |
| 91-091 | Botany Tradition | Panama | Fremantle, Australia | Durban | 18 September 1990 |

| Case number | Ship | Country of registration | Last known porting a/ | First South African porting | Date of first South African porting b/ |
|---|---|---|---|---|---|
| 91-093 | Botany Tradition | Panama | Fremantle, Australia | Durban | 7 January 1991 |
| 91-094 | Botany Trinity | Panama | Adelaide, Australia | Durban | 5 March 1991 |
| 91-097 | Bow Fortune | Norway | Dar es Salaam | Durban | 17 December 1990 |
| 91-098 | Bow Sun | Norway | Singapore | Durban | 12 April 1990 |
| 91-099 | Bow Sun | Norway | Mombasa, Kenya | Durban | 19 August 1990 |
| 91-100 | Bow Spring | Norway | Singapore | Durban | 8 February 1990 |
| 91-101 | Bow Cedar | Norway | Buenos Aires | Durban | 31 March 1990 |
| 91-102 | Bow Cedar | Norway | Dar es Salaam | Durban | 22 October 1990 |
| 91-104 | Bow Fighter | Norway | Mombasa, Kenya | Durban | 10 September 1990 |
| 91-106 | Bow Sky | Norway | Morehead City, United States | Durban | 29 April 1990 |
| 91-107 | Bow Star | Norway | New Orleans, United States | Durban | 25 February 1990 |
| 91-108 | Bow Star | Norway | El Jorf Lasfar, Morocco | Durban | 1 December 1990 |
| 91-109 | Bow Sea | Norway | Morehead City, United States | Durban | 8 August 1990 |
| 91-110 | Bow Sea | Norway | Texas City, United States | Durban | 21 January 1990 |

| Case number | Ship | Country of registration | Last known porting a/ | First South African porting | Date of first South African porting b/ |
|---|---|---|---|---|---|
| 91-112 | British Ranger | Gibraltar | Kharg Island, Islamic Republic of Iran | Walvis Bay, Namibia | 19 February 1990 |
| 91-115 | Calluna | Netherlands | Nacala, Mozambique | Durban | 25 May 1990 |
| 91-116 | Calluna | Netherlands | Rotterdam, Netherlands | Durban | 5 August 1990 |
| 91-117 | Calluna | Netherlands | Mombasa, Kenya | Cape Town | 24 October 1990 (post) |
| 91-118 | Championventure L. | Norway | Santos, Brazil | Durban | 16 February 1990 |
| 91-119 | Chembulk Clipper | Liberia | Buenos Aires | Durban | 30 October 1990 |
| 91-121 | Chemi Pioneer | Liberia | Puerto Bolivar, Colombia | Cape Town | 2 January 1991 (pre) |
| 91-122 | Chuy c/ | Brazil | Houston, United States | Durban | 4 April 1990 |
| 91-123 | Cielo di Roma d/ | Italy | Kandla, India | Cape Town | 1 January 1990 (post) |
| 91-124 | Combi Sun | Norway | Mombasa, Kenya | Richards Bay | 25 December 1990 |
| 91-125 | Conny | Liberia | Mombasa, Kenya | Durban | 17 November 1990 |
| 91-126 | Cornelian | Panama | Zeebrugge, Belgium | Saldanha Bay | 6 April 1990 (post) |
| 91-127 | Cornelian | Panama | Amsterdam, Netherlands | Saldanha Bay | 31 October 1990 (pre) |
| 91-128 | Deborah | Liberia | Port Walcott, Australia | Saldanha Bay | 15 April 1990 (post) |
| 91-129 | Diamond | Norway | Mombasa, Kenya | Richards Bay | 18 February 1990 (post) |
| 91-130 | Dimini Star | Panama | Mombasa, Kenya | Durban | 3 July 1990 (pre) |
| 91-131 | Dolares | Norway | Dar es Salaam | Durban | 17 December 1990 |

| Case number | Ship | Country of registration | Last known porting a/ | First South African porting | Date of first South African porting b/ |
|---|---|---|---|---|---|
| 91-132 | E B Carrier | Turkey | Hampton Roads, United States | Richards Bay | 6 November 1990 (pre) |
| 91-133 | Elbe Ore | Liberia | Seven Islands, Canada | Saldanha Bay | 13 April 1990 |
| 91-135 | Essi Flora | Norway | Fremantle, Australia | Durban | 19 January 1990 |
| 91-136 | Essi Flora | Norway | Mombasa, Kenya | Durban | 22 June 1990 |
| 91-137 | Essi Flora | Norway | Mombasa, Kenya | Durban | 19 November 1990 |
| 91-138 | Eternity c/ | Singapore | Cilacap, Indonesia | Durban | 12 February 1990 |
| 91-139 | Everton | Panama | Puerto Cabello, Venezuela | Durban | 16 July 1990 |
| 91-140 | Falkanger c/ | Norway | Cilacap, Indonesia | Cape Town | 7 February 1990 |
| 91-141 | Far Carrier | Norway | Rio Grande, Brazil | Durban | 29 May 1990 |
| 91-143 | Garden Green | Liberia | Wakayama, Japan | Saldanha Bay | 19 March 1990 (pre) |
| 91-144 | Garden Green | Liberia | Singapore | Saldanha Bay | 3 July 1990 (post) |
| 91-145 | Global Star | Greece | Europoort, Netherlands | Richards Bay | 30 May 1990 (post) |
| 91-146 | Global Ling | Liberia | Singapore | Saldanha Bay | 22 September 1990 (post) |
| 91-151 | Golden Unicorn | Bahamas | Buenos Aires | Durban | 26 May 1990 |
| 91-152 | Golden Oak | Panama | Dar es Salaam | Durban | 12 January 1990 |
| 91-153 | Grazia | Liberia | New Orleans, United States | Durban | 21 October 1990 |

| Case number | Ship | Country of registration | Last known porting a/ | First South African porting | Date of first South African porting b/ |
|---|---|---|---|---|---|
| 91-154 | Griparion | Cyprus | Las Palmas, Spain | Richards Bay | 5 January 1990 (post) |
| 91-157 | Hassel | Panama | Huelva, Spain | Durban | 3 February 1990 |
| 91-158 | Hoegh Falcon | Bahamas | Amsterdam, Netherlands | Richards Bay | 10 May 1990 (pre) |
| 91-159 | Hoegh Falcon | Bahamas | Dar es Salaam | Richards Bay | 28 November 1990 (post) |
| 91-161 | Hudson Bay | Panama | Europoort, Netherlands | Saldanha Bay | 25 June 1990 (pre) |
| 91-162 | Hydrus | Italy | Ymuiden, Netherlands | Saldanha Bay | 30 March 1990 |
| 91-163 | Irenes Destiny | Greece | Hampton Roads, United States | Richards Bay | 1 April 1990 (pre) |
| 91-164 | Irenes Destiny | Greece | Singapore | Richards Bay | 6 May 1990 (post) |
| 91-165 | Iver Hawk | Norway | Rio Grande, Brazil | Durban | 3 June 1990 |
| 91-166 | Jahre Rose | Norway | Hampton Roads, United States | Richards Bay | 6 March 1990 (post) |
| 91-167 | Jo Hegg | Liberia | St. Helena | Durban | 8 October 1990 |
| 91-168 | Jo Lonn | Netherlands | Morehead City, United States | Durban | 17 February 1990 |
| 91-169 | Jo Rowan | Norway | Santos, Brazil | Durban | 31 January 1990 |
| 91-171 | Jo Cypress | Netherlands | Dar es Salaam | Richards Bay | 23 March 1990 (post) |
| 91-172 | Jo Cypress | Netherlands | St. Helena | Cape Town | 1 July 1990 (pre) |
| 91-173 | Jo Cypress | Netherlands | St. Helena | Durban | 28 January 1991 |

| Case number | Ship | Country of registration | Last known porting a/ | First South African porting | Date of first South African porting b/ |
|---|---|---|---|---|---|
| 91-174 | Jubilee Venture | Liberia | Maceio, Brazil | Durban | 20 December 1990 |
| 91-175 | Kakuko Maru | Japan | Dampier, Australia | Cape Town | 6 June 1990 |
| 91-176 | Kashee | Cyprus | Singapore | Unidentified port | 10 January 1991 (post) |
| 91-177 | Katerina P. | Liberia | Dar es Salaam | Durban | 20 December 1990 |
| 91-178 | Kiho Maru | Japan | Kakogawa, Japan | Saldanha Bay | 30 May 1990 (pre) |
| 91-179 | Kilchem Baltic | Bahamas | Dar es Salaam | Durban | 8 August 1990 |
| 91-181 | Kira | Panama | Tenerife, Spain | Durban | 16 March 1990 |
| 91-182 | Kira | Panama | Le Havre, France | Durban | 7 June 1990 |
| 91-184 | Kira | Panama | Huela, Spain | Durban | 14 August 1990 |
| 91-185 | Kira | Panama | Rio de Janeiro, Brazil | Durban | 29 October 1990 |
| 91-186 | Linardos | Malta | Las Palmas, Spain | Saldanha Bay | 7 November 1990 (post) |
| 91-187 | Maasdijk | Norway | Singapore | Durban | 8 January 1991 |
| 91-188 | Magic Mercury | Liberia | Buenos Aires | Cape Town | 1 March 1990 (pre) |
| 91-189 | Magic Mercury | Liberia | Buenos Aires | Durban | 16 April 1990 |
| 91-190 | Magic Mercury | Liberia | San Lorenzo, Argentina | Durban | 13 June 1990 |
| 91-191 | Magic Sky | Liberia | Rio Grande, Brazil | Durban | 11 May 1990 |
| 91-192 | Mandan | Hong Kong | New Orleans, United States | Richards Bay | 23 May 1990 (pre) |

| Case number | Ship | Country of registration | Last known porting a/ | First South African porting | Date of first South African porting b/ |
|---|---|---|---|---|---|
| 91-193 | Mandan | Hong Kong | Hampton Roads, United States | Richards Bay | 25 October 1990 (pre) |
| 91-195 | Marigola | Italy | Tees, United Kingdom | Durban | 25 May 1990 |
| 91-197 | Magic Lady | Liberia | Rio Grande, Brazil | Durban | 23 May 1990 |
| 91-198 | Mount Athos | Cyprus | Singapore | Saldanha Bay | 5 April 1990 (post) |
| 91-199 | Mount Athos | Cyprus | Singapore | Richards Bay | 14 October 1990 (post) |
| 91-200 | NCC Yamanah | Norway | Algeciras, Spain | Durban | 30 April 1990 |
| 91-201 | NCC Madinah | Norway | Morehead City, United States | Cape Town | 5 April 1990 |
| 91-202 | NCC Madinah | Norway | Tampa, United States | Durban | 17 September 1990 |
| 91-203 | NCC Tihamah | Norway | Tees, United Kingdom | Durban | 9 August 1990 |
| 91-205 | NCC Najran | Norway | Tenerife, Spain | Durban | 9 January 1991 |
| 91-206 | NCC Baha | Norway | Kuantan, Malaysia | Durban | 21 November 1990 |
| 91-208 | NCC Jouf | Norway | Mombasa, Kenya | Durban | 12 March 1990 |
| 91-209 | NCC Jouf | Norway | Dar es Salaam | Durban | 24 July 1990 |
| 91-210 | Norgas Voyager | Norway | Tees, United Kingdom | Richards Bay | 6 July 1990 (pre) |
| 91-211 | Norgas Runner | Norway | Terneuzen, Netherlands | Durban | 9 February 1990 |
| 91-212 | Obo Deniz | Turkey | Hampton Roads, United States | Saldanha Bay | 15 March 1990 (post) |

| Case number | Ship | Country of registration | Last known porting a/ | First South African porting | Date of first South African porting b/ |
|---|---|---|---|---|---|
| 91-213 | Obo Engin | Turkey | Amsterdam, Netherlands | Saldanha Bay | 9 August 1990 (pre) |
| 91-214 | Ocean Campaigner | Taiwan Province of China | Singapore | Durban | 3 September 1990 |
| 91-215 | Ocean Campaigner | Taiwan Province of China | Singapore | Richards Bay | 16 December 1990 (post) |
| 91-216 | Ocean Carrier | Cyprus | Genoa, Italy | Saldanha Bay | 18 December 1990 (post) |
| 91-217 | Ocean Merchant | Cyprus | Las Palmas, Spain | Saldanha Bay | 18 December 1990 (post) |
| 91-218 | Ocean Servant | Liberia | Gijon, Spain | Saldanha Bay | 28 September 1990 (pre) |
| 91-219 | Ocean Mandarin | Taiwan Province of China | Kakogawa, Japan | Richards Bay | 17 June 1990 (pre) |
| 91-220 | Ocean Sovereign | Cyprus | Singapore | Richards Bay | 21 February 1990 (post) |
| 91-221 | Ocean Sovereign | Cyprus | Singapore | Unidentified port | 12 July 1990 (post) |
| 91-222 | Ocean Sovereign | Cyprus | Singapore | Richards Bay | 15 October 1990 (post) |
| 91-223 | Owl Producer d/ | Norway | Balikpapan, Indonesia | Durban | 2 March 1990 |
| 91-224 | Pawnee | Hong Kong | New Orleans, United States | Richards Bay | 28 May 1990 (post) |
| 91-225 | Petrobulk Silvera | Norway | Buenos Aires | Durban | 6 July 1990 |
| 91-226 | Pinoak | Liberia | Singapore | Richards Bay | 7 August 1990 (post) |
| 91-227 | Pinoak | Liberia | Hampton Roads, United States | Saldanha Bay | 24 November 1990 (post) |

| Case number | Ship | Country of registration | Last known porting a/ | First South African porting | Date of first South African porting b/ |
|---|---|---|---|---|---|
| 91-228 | Rhine Ore | Panama | Singapore | Saldanha Bay | 27 January 1990 |
| 91-229 | Rhine Ore | Panama | Singapore | Saldanha Bay | 4 June 1990 |
| 91-230 | Rhine Ore | Panama | Port Walcott, Australia | Saldanha Bay | 19 October 1990 (post) |
| 91-231 | Rokko Sun | Panama | Singapore | Richards Bay | 23 January 1990 (pre) |
| 91-232 | Rokko Sun | Panama | Singapore | Saldanha Bay | 17 July 1990 (post) |
| 91-233 | Rokko Sun | Panama | Tenerife, Spain | Saldanha Bay | 8 February 1991 (post) |
| 91-234 | Roxanne | Bahamas | Houston, United States | Cape Town | 6 July 1990 (pre) |
| 91-235 | Roxanne | Bahamas | Mombasa, Kenya | Durban | 17 January 1991 |
| 91-236 | Sanko Cherry | Liberia | Singapore | Port Elizabeth | 14 November 1990 (post) |
| 91-238 | Sea Commander | Cyprus | Singapore | Richards Bay | 2 February 1990 (post) |
| 91-239 | Sea Commander | Cyprus | Singapore | Richards Bay | 20 July 1990 (post) |
| 91-240 | Sea Victory | Liberia | Unknown port | Richards Bay | 10 January 1991 (pre) |
| 91-241 | Seatern | Norway | Toamasina, Madagascar | Durban | 14 March 1990 |
| 91-243 | Skrim | Panama | Singapore | Saldanha Bay | 25 May 1990 (post) |
| 91-244 | Skrim | Panama | Singapore | Saldanha Bay | 25 December 1990 (post) |
| 91-245 | Stainless Sailor | Panama | New Orleans, United States | Durban | 19 May 1990 |

| Case number | Ship | Country of registration | Last known porting a/ | First South African porting | Date of first South African porting b/ |
|---|---|---|---|---|---|
| 91-246 | Stainless Sailor | Panama | New Orleans, United States | Durban | 31 August 1990 |
| 91-247 | Stainless Sailor | Panama | Dar es Salaam | Durban | 23 November 1990 |
| 91-248 | Stainless Leader | Panama | New York, United States | Durban | 24 February 1990 |
| 91-249 | Stainless Leader | Panama | Pointe Noire, Congo | Durban | 24 June 1990 |
| 91-250 | Stainless Leader | Panama | New Orleans, United States | Durban | 23 October 1990 |
| 91-251 | Stainless Duke | Panama | Buenos Aires | Durban | 6 August 1990 |
| 91-252 | Stainless Duke | Panama | St. Anna Bay, Netherlands Antilles | Durban | 2 December 1990 |
| 91-253 | Stainless Mariner | Panama | Abidjan | Durban | 13 April 1990 |
| 91-254 | Stainless Mariner | Panama | Mtwara, Tanzania | Durban | 16 August 1990 |
| 91-255 | Stainless Mariner | Panama | Port-of-Spain | Cape Town | 2 January 1991 (pre) |
| 91-256 | Stainless Governor | Panama | Las Palmas, Spain | Durban | 20 March 1990 |
| 91-257 | Stainless Governor | Panama | Madre de Deus, Brazil | Durban | 1 July 1990 |
| 91-258 | Stainless Governor | Panama | Luanda | Durban | 13 September 1990 |
| 91-259 | Stainless Governor | Panama | Abidjan | Cape Town | 5 December 1990 (pre) |
| 91-260 | Stainless Fighter | Bahamas | Europoort, Netherlands | Cape Town | 22 October 1990 (pre) |
| 91-261 | Stainless Supporter | Panama | Las Palmas, Spain | Durban | 8 March 1990 |

| Case number | Ship | Country of registration | Last known porting a/ | First South African porting | Date of first South African porting b/ |
|---|---|---|---|---|---|
| 91-262 | Stainless Supporter | Panama | Rotterdam, Netherlands | Durban | 24 July 1990 |
| 91-263 | Stainless Supporter | Panama | Rio de Janeiro, Brazil | Durban | 23 November 1990 |
| 91-264 | Stainless Commander | Panama | Lagos, Nigeria | Durban | 21 January 1990 |
| 91-265 | Star Delaware | Bahamas | Tenerife, Spain | Saldanha Bay | 21 August 1990 |
| 91-266 | Statrader | Norway | Kharg Island, Islamic Republic of Iran | Durban | 14 January 1991 |
| 91-267 | Stolt Surf | Liberia | Port Kelang, Malaysia | Cape Town | 18 January 1991 (pre) |
| 91-268 | Stolt Excellence | Liberia | St. Helena | Durban | 25 January 1990 |
| 91-269 | Stolt Excellence | Liberia | Morehead City, United States | Durban | 6 September 1990 |
| 91-270 | Stolt Eagle | Liberia | Aratu, Brazil | Durban | 18 September 1990 (post) |
| 91-272 | Stolt Eagle | Liberia | Aratu, Brazil | Durban | 4 January 1991 (post) |
| 91-274 | Stolt Hawk | Liberia | Singapore | Unidentified port | 7 November 1990 (pre) |
| 91-275 | Stolt Hawk | Liberia | Aratu, Brazil | Durban | 29 November 1990 (post) |
| 91-276 | Stolt Topaz | Liberia | Aratu, Brazil | Durban | 26 November 1990 |
| 91-277 | Stolt Alliance | Panama | Mombasa, Kenya | Richards Bay | 1 April 1990 (post) |
| 91-278 | Stolt Resolute | Liberia | Santos, Brazil | Durban | 1 December 1990 |
| 91-279 | Svangen | Panama | Mombasa, Kenya | Durban | 24 September 1990 |

| Case number | Ship | Country of registration | Last known porting a/ | First South African porting | Date of first South African porting b/ |
|---|---|---|---|---|---|
| 91-280 | Theogennitor | Cyprus | Dar es Salaam | Saldanha Bay | 20 October 1990 (post) |
| 91-281 | Tenhiro | Panama | Lagos, Nigeria | Durban | 7 February 1990 |
| 91-282 | Tenhiro | Panama | Beira, Mozambique | Durban | 27 August 1990 |
| 91-283 | Tenhyaku | Panama | Rosario, Argentina | Durban | 6 September 1990 |
| 91-284 | Tiber Ore | Liberia | Ymuiden, Netherlands | Saldanha Bay | 25 December 1990 |
| 91-285 | Trade Endeavor | Liberia | Mobile, United States | Richards Bay | 6 June 1990 (pre) |
| 91-286 | USA Maru | Japan | Singapore | Saldanha Bay | 21 March 1990 (post) |
| 91-288 | Verazzano | Italy | Pointe Noire, Congo | Durban | 17 April 1990 |
| 91-289 | Vergo | Greece | Fujairah Anchorage, Persian Gulf | Richards Bay | 24 August 1990 (post) |
| 91-290 | Wind Spirit | Norway | Dar es Salaam | Durban | 15 November 1990 |
| 91-291 | World Recovery | Greece | Singapore | Saldanha Bay | 18 May 1990 (post) |
| 91-292 | World Duality | Liberia | Singapore | Richards Bay | 22 April 1990 (post) |
| 91-293 | World Duality | Liberia | Singapore | Saldanha Bay | 10 August 1990 (post) |
| 91-295 | World Duet | Liberia | Singapore | Richards Bay | 8 July 1990 (post) |
| 91-296 | Yusr | Panama | Singapore | Durban | 16 February 1991 |
| 91-297 | Zeus | Greece | Singapore | Saldanha Bay | 25 February 1990 (post) |
| 91-298 | Zeus | Greece | Tobata, Japan | Saldanha Bay | 22 July 1990 (post) |

(Footnotes to table)

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a/ Last known porting refers to the last port at which a call was reported prior to the first reporting of the ship at a South African port, according to the sources of information available to the Intergovernmental Group. The inclusion of this information does not imply that any oil possibly delivered to South Africa in such cases was necessarily loaded at that port.

b/ In cases where a date for the first South African porting was not available, the dates of the prior porting, or the next subsequent porting, are given, whichever is closer, and the notations "post" or "pre" are used, respectively.

c/ The Mission of Brazil informed the Group that the ship's cargo of propylene oil tetramer was delivered to Indonesia.

d/ According to the Mission of India, the ship unloaded its cargo of gas oil at the port of Kandla, India.

e/ The Mission of Indonesia informed the Group that the ships delivered naphtha to the United States.

ANNEX IV

Survey of unclarified tanker calls at South African ports reported in 1992

The listing of ships in this annex in no way implies a charge against or a passing of judgement on the individual States concerned or companies under their jurisdiction. The Intergovernmental Group is still verifying the information received, and it continues to depend on the cooperation extended to it by Governments.

| Case number | Ship | Country of registration | Last known porting a/ | First South African porting | Date of first South African porting b/ |
|---|---|---|---|---|---|
| 92-070 | Adalya | Turkey | Baltimore, United States | Richards Bay | 18 July 1991 (pre) |
| 92-071 | Adalya | Turkey | Port Kembla, Australia | Cape Town | 2 December 1991 (pre) |
| 92-072 | Adalya | Turkey | Las Palmas, Spain | Richards Bay | 15 June 1991 (pre) |
| 92-073 | Akova | Turkey | Mobile, United States | Richards Bay | 27 August 1991 (pre) |
| 92-074 | Alborz | Iran (Islamic Republic of) | Unidentified port, Iran (Islamic Republic of) | Cape Town | 30 May 1991 |
| 92-075 | Aldebaran IV | Panama | San Lorenzo, Argentina | Durban | 26 September 1991 |
| 92-076 | Alki | Cyprus | Fateh Terminal, United Arab Emirates | Saldanha Bay | 2 April 1991 (post) |
| 92-077 | Alpha Sky | Greece | Zeebrugge, Belgium | Saldanha Bay | 16 July 1991 (post) |
| 92-078 | Alsama Alarabia | Liberia | Tebig, Brazil | Algoa Bay | 16 September 1991 |
| 92-079 | Alster Star | Cyprus | Port Walcott, Australia | Saldanha Bay | 29 May 1991 (pre) |

| Case number | Ship | Country of registration | Last known porting a/ | First South African porting | Date of first South African porting b/ |
|---|---|---|---|---|---|
| 92-080 | Ambra Harpoon | Norway | Ponta do Ubu, Brazil | Saldanha Bay | 30 August 1991 (pre) |
| 92-084 | Ambra Hunter | Norway | Singapore | Saldanha Bay | 22 June 1991 (pre) |
| 92-085 | Amphion | Panama | Mombasa, Kenya | Durban | 3 November 1991 |
| 92-086 | Anatoli | Bahamas | Abidjan | Cape Town | 2? November 1991 (post) |
| 92-088 | Aniara | Liberia | Dar es Salaam | Durban | 2 July 1991 |
| 92-089 | Arapaho | Liberia | Mobile, United States | Richards Bay | 5 January 1991 (pre) |
| 92-090 | Ararat | Panama | Singapore | Richards Bay | 2 May 1991 (post) |
| 92-091 | Florida Express | Bahamas | Singapore | Cape Town | 16 March 1991 (post) |
| 92-092 | Athenian Fidelity | Cyprus | La Plata, Argentina | Durban | 13 July 1991 |
| 92-093 | Athenian Olympics | Cyprus | Bahrain | Durban | 8 March 1991 |
| 92-094 | Atlantic Sea | Panama | Penang, Malaysia | Durban | 25 July 1991 |
| 92-095 | Atlas Trader | Malta | San Lorenzo, Argentina | Durban | 16 August 1991 |
| 92-098 | Atsuta Maru | Japan | Singapore | Saldanha Bay | 6 March 1991 (post) |
| 92-102 | Batis | Greece | Suez, Egypt | Saldanha Bay | 12 March 1991 (post) |
| 92-105 | Berge Odel | Norway | Singapore | Richards Bay | 12 June 1991 |
| 92-106 | Berthea | Norway | Rio de Janeiro, Brazil | Durban | 27 February 1991 |
| 92-107 | Betula | Norway | Mombasa, Kenya | Unidentified port | 18 March 1991 (post) |
| 92-108 | Betula | Norway | Mombasa, Kenya | Durban | 28 June 1991 (post) |

| Case number | Ship | Country of registration | Last known porting a/ | First South African porting | Date of first South African porting b/ |
|---|---|---|---|---|---|
| 92-109 | Betula | Norway | Mombasa, Kenya | Richards Bay | 18 September 1991 (post) |
| 92-110 | Blue Sapphire | Liberia | Bahia Blanca, Argentina | Durban | 29 August 1991 |
| 92-112 | Botany Tradition | Panama | Adelaide, Australia | Durban | 21 April 1991 |
| 92-114 | Botany Triton | Panama | Beira, Mozambique | Durban | 18 April 1991 |
| 92-115 | Botany Triton | Panama | Adelaide, Australia | Durban | 10 September 1991 |
| 92-116 | Botany Troubador | Panama | Fremantle, Australia | Durban | 21 July 1991 |
| 92-117 | Botany Troubadour | Panama | Adelaide, Australia | Durban | 15 January 1992 |
| 92-118 | Botany Troubadour | Panama | Fremantle, Australia | Durban | 24 March 1992 |
| 92-119 | Bow Cedar | Norway | Singapore | Richards Bay | 3 October 1991 (post) |
| 92-122 | Bow Hunter | Norway | Santana, Brazil | Cape Town | 13 June 1991 (post) |
| 92-123 | Bow Fortune | Norway | Port Kelang, Malaysia | Durban | 30 April 1991 |
| 92-124 | Bow Fortune | Norway | Pasir Gudang, Malaysia | Durban | 20 October 1991 |
| 92-125 | Bow Pioneer | Norway | Morehead City, United States | Cape Town | 23 May 1991 (pre) |
| 92-126 | Bow Sea | Norway | Texas City, United States | Durban | 21 January 1991 |

| Case number | Ship | Country of registration | Last known porting a/ | First South African porting | Date of first South African porting b/ |
|---|---|---|---|---|---|
| 92-127 | Bow Sky | Norway | Mombasa, Kenya | Durban | 21 September 1991 |
| 92-128 | Bow Sky | Norway | Morehead City, United States | Cape Town | 28 November 1991 |
| 92-129 | Bow Spring | Norway | Singapore | Durban | 8 February 1991 |
| 92-130 | Bow Spring | Norway | El Jorf Lasfar, Morocco | Durban | 5 July 1991 |
| 92-131 | Bow Spring | Norway | Pasir Gudang, Malaysia | Durban | 11 December 1991 |
| 92-132 | Bunga Kesumba | Malaysia | Bahia Blanca, Argentina | Durban | 20 November 1991 |
| 92-133 | Bunga Selasih | Malaysia | Karachi, Pakistan | Durban | 3 April 1991 |
| 92-134 | Bunga Selasih | Malaysia | Rio Grande, Brazil | Durban | 26 May 1991 |
| 92-135 | Bunga Selasih | Malaysia | Rio Grande, Brazil | Durban | 8 January 1992 |
| 92-136 | Bunga Sepang | Malaysia | Rosario, Argentina | Durban | 28 July 1991 |
| 92-137 | Bunga Sepang | Malaysia | Bahia Blanca, Argentina | Durban | 21 December 1991 |
| 92-138 | Calluna | Netherlands | Dar es Salaam | Cape Town | 24 January 1991 (post) |
| 92-139 | Calluna | Netherlands | Beira, Mozambique | Richards Bay | 5 May 1991 (post) |
| 92-140 | Calluna | Netherlands | Tees, United Kingdom | Cape Town | 17 November 1991 (pre) |
| 92-141 | Calluna | Netherlands | St. Helena | Durban | 10 January 1992 |
| 92-142 | Championventure L | Norway | Santos, Brazil | Durban | 16 February 1991 |
| 92-143 | Championventure L | Norway | Port Kelang, Malaysia | Durban | 4 April 1991 |
| 92-145 | Chembulk Clipper | Liberia | Jeddah, Saudi Arabia | Durban | 25 July 1991 |

| Case number | Ship | Country of registration | Last known porting a/ | First South African porting | Date of first South African porting b/ |
|---|---|---|---|---|---|
| 92-146 | Chemi Pioneer | Liberia | Hampton Roads, United States | Richards Bay | 7 July 1991 (post) |
| 92-147 | Chemical Symphony | Panama | San Nicolas, Argentina | Durban | 18 September 1991 |
| 92-148 | Chuy | Brazil | New Tuticorin, India | Durban | 19 November 1991 |
| 92-149 | Obo Elif | Norway | Fujairah Anchorage, Persian Gulf | Richards Bay | 28 May 1991 |
| 92-150 | Combi Sun | Norway | Singapore | Richards Bay | 28 June 1991 (pre) |
| 92-151 | Combi Sun | Norway | Singapore | Richards Bay | 29 November 1991 (pre) |
| 92-152 | Compass Navigator | Marshall Islands | Europoort, Netherlands | Saldanha Bay | 16 September 1991 (pre) |
| 92-153 | Cornelian | Panama | Amsterdam, Netherlands | Saldanha Bay | 31 October 1991 (pre) |
| 92-155 | Diaporos | Greece | Talcahuano, Chile | Richards Bay | 18 September 1991 (post) |
| 92-156 | Diletta F. | Bahamas | Bombay, India | Durban | 28 February 1991 |
| 92-157 | Dolores | Norway | Rosario, Argentina | Durban | 22 May 1991 |
| 92-158 | Dolores | Norway | Rio Grande, Brazil | Durban | 19 October 1991 |
| 92-159 | Eitrheim | Norway | Rio Grande, Brazil | Durban | 1 December 1991 |
| 92-160 | Elbe Maru | Japan | Singapore | Richards Bay | 13 November 1991 (pre) |
| 92-163 | Energos | Saint Vincent and the Grenadines | Beira, Mozambique | East London | 2 April 1991 |
| 92-164 | Energos | Saint Vincent and the Grenadines | Beira, Mozambique | East London | 19 May 1991 (pre) |

| Case number | Ship | Country of registration | Last known porting a/ | First South African porting | Date of first South African porting b/ |
|---|---|---|---|---|---|
| 92-165 | Energos | Saint Vincent and the Grenadines | Beira, Mozambique | East London | 9 June 1991 |
| 92-166 | Energos | Saint Vincent and the Grenadines | Mauritius | Durban | 31 October 1991 (pre) |
| 92-167 | Energos | Saint Vincent and the Grenadines | Mauritius | Cape Town | 19 November 1991 |
| 92-168 | Energos | Saint Vincent and the Grenadines | Abidjan | Cape Town | 12 January 1992 |
| 92-169 | Energy | Bahamas | Fujairah Anchorage, Persian Gulf | Saldanha Bay | 16 June 1991 (pre) |
| 92-170 | Equator Express | Liberia | Singapore | Richards Bay | 13 May 1991 (pre) |
| 92-171 | Essi Flora | Norway | Fremantle, Australia | Durban | 28 March 1991 |
| 92-172 | Essi Flora | Norway | St. Anna Bay, Netherlands Antilles | Durban | 18 July 1991 |
| 92-173 | Essi Flora | Norway | Pointe-à-Pierre, Trinidad and Tobago | Cape Town | 1 November 1991 |
| 92-174 | Falcon Princess | United States | New Orleans, United States | Durban | 28 August 1991 |
| 92-175 | Falcon Princess | United States | Maputo | Durban | 15 September 1991 |
| 92-176 | Falcon Princess | United States | San Nicholas Bay, Netherlands Antilles | Durban | 21 November 1991 |
| 92-177 | Falcon Princess | United States | Mombasa, Kenya | Durban | 30 December 1991 |
| 92-178 | Ferncape | Norway | Madre de Deus, Brazil | Cape Town | 23 January 1991 (post) |

| Case number | Ship | Country of registration | Last known porting a/ | First South African porting | Date of first South African porting b/ |
|---|---|---|---|---|---|
| 92-179 | Freeman | Malta | Rio de Janeiro, Brazil | Durban | 22 November 1991 |
| 92-180 | Futtheaht | Malta | Penang, Malaysia | Durban | 15 December 1991 |
| 92-181 | Futtheaht | Malta | Apapa/Lagos, Nigeria | Durban | 21 January 1991 |
| 92-182 | Futtheaht | Malta | Penang, Malaysia | Durban | 10 March 1991 |
| 92-184 | Hansa Vega | Norway | L.O.O.P. Terminal, United States | Algoa Bay | 15 August 1991 |
| 92-185 | Hoeuh Faveur | Bahamas | Amsterdam, Netherlands | Richards Bay | 8 October 1991 (pre) |
| 92-186 | Hoeuh Fountain | Bahamas | Singapore | Richards Bay | 21 May 1991 (pre) |
| 92-187 | Hoko Nova | Bahamas | Texas City, United States | Durban | 20 June 1991 (pre) |
| 92-188 | Hudson Bay I | Panama | Singapore | Richards Bay | 17 February 1992 (pre) |
| 92-189 | Iver Falcon | Norway | Las Palmas, Spain | Port Elizabeth | 13 September 1991 (pre) |
| 92-190 | Jo Aspen | Liberia | Rotterdam, Netherlands | Durban | 20 August 1991 |
| 92-191 | Jo Cypress | Netherlands | Bahia Blanca, Argentina | Durban | 3 March 1991 |
| 92-192 | Jo Cypress | Netherlands | Tees, United Kingdom | Cape Town | 1 June 1991 (pre) |
| 92-193 | Jo Cypress | Netherlands | St. Helena | Durban | 10 October 1991 (pre) |
| 92-194 | Jo Hegg | Liberia | Rotterdam, Netherlands | Durban | 25 April 1991 |
| 92-195 | Jugometal | Yugoslavia | Zeebrugge, Belgium | Saldanha Bay | 27 September 1991 (pre) |
| 92-196 | Kashee | Cyprus | Port Hedland, Australia | False Bay | 28 May 1991 |

| Case number | Ship | Country of registration | Last known porting a/ | First South African porting | Date of first South African porting b/ |
|---|---|---|---|---|---|
| 92-197 | Katarina | Bahamas | Unknown port | Durban | 6 April 1991 |
| 92-198 | Konpolis | Liberia | Dar es Salaam | Richards Bay | 15 September 1991 (post) |
| 92-199 | Latia | Liberia | Juaymah Terminal, Saudi Arabia | False Bay | 29 June 1991 (pre) |
| 92-202 | Linardos | Malta | Gibraltar | Cape Town | 4 November 1991 (pre) |
| 92-203 | Long Challenger | Liberia | Sepetiba Terminal, Brazil | Saldanha Bay | 15 September 1991 |
| 92-204 | Louise | Liberia | Dar es Salaam | Cape Town | 26 February 1991 (pre) |
| 92-205 | Lucky Transporter | Liberia | Lyme, United Kingdom | Unidentified port | 6 October 1991 (pre) |
| 92-206 | Lumière | United Kingdom | Maputo | Port Elizabeth | 30 December 1991 |
| 92-207 | Magic Lady | Liberia | Penang, Malaysia | Durban | 24 March 1991 |
| 92-208 | Magic Lady | Liberia | Singapore | Durban | 29 November 1991 |
| 92-209 | Margaletta | Panama | Penang, Malaysia | Durban | 1 August 1991 |
| 92-210 | Margaletta | Panama | Rosario, Argentina | Durban | 15 December 1991 |
| 92-211 | Marika | Liberia | Singapore | Saldanha Bay | 3 July 1990 (post) |
| 92-212 | Marika | Liberia | Fukuyama, Japan | Saldanha Bay | 2 November 1991 (post) |
| 92-213 | Marika | Liberia | Kashima, Japan | Unidentified port | 23 February 1991 (pre) |
| 92-214 | Mekhanik Garovnik | Soviet Union | San Juan, Puerto Rico, United States | Durban | 11 March 1991 |
| 92-215 | Mekhanik Garovnik | Soviet Union | La Plata, Argentina | Durban | 11 March 1991 |
| 92-216 | Mekhanik Kharchenko | Cyprus | La Plata, Argentina | Durban | 14 March 1991 |

| Case number | Ship | Country of registration | Last known porting a/ | First South African porting | Date of first South African porting b/ |
|---|---|---|---|---|---|
| 92-217 | Mekhanik Kharchenko | Cyprus | Madras, India | Durban | 7 May 1991 |
| 92-218 | Merity | Brazil | Dakar | Durban | 25 November 1991 |
| 92-219 | Mimosa | Norway | Ras Tanura, Saudi Arabia | Algoa Bay | 6 August 1991 |
| 92-220 | Mount Athos | Cyprus | Europoort, Netherlands | Saldanha Bay | 29 July 1991 (pre) |
| 92-221 | Murano | Bahamas | Jeddah, Saudi Arabia | Saldanha Bay | 9 August 1991 (pre) |
| 92-222 | Nafsika M. | Cyprus | Las Palmas, Spain | Saldanha Bay | 16 September 1991 (post) |
| 92-223 | NCC Asir | Norway | Texas City, United States | Durban | 14 April 1991 |
| 92-224 | NCC Asir | Norway | Visakhapatnam, India | Richards Bay | 10 June 1991 (pre) |
| 92-225 | NCC Baha | Norway | Visakhapatnam, India | Cape Town | 5 April 1990 |
| 92-226 | NCC Baha | Norway | Unidentified port | Durban | 2 December 1991 |
| 92-227 | NCC Gizan | Norway | Houston, United States | Durban | 24 August 1991 |
| 92-228 | NCC Gizan | Norway | Unknown port | Durban | 28 February 1991 |
| 92-229 | NCC Jouf | Norway | Dakar | Durban | 30 March 1991 |
| 92-230 | NCC Jouf | Norway | Texas City, United States | Cape Town | 19 October 1991 (pre) |
| 92-231 | NCC Jouf | Norway | Aden | Durban | 6 December 1991 |
| 92-232 | NCC Madinah | Norway | Singapore | Durban | 28 August 1991 |
| 92-233 | NCC Madinah | Norway | Singapore | Durban | 3 January 1992 |

| Case number | Ship | Country of registration | Last known porting a/ | First South African porting | Date of first South African porting b/ |
|---|---|---|---|---|---|
| 92-234 | NCC Najran | Norway | Houston, United States | Cape Town | 19 January 1992 |
| 92-235 | NCC Tihamah | Norway | Penang, Malaysia | Durban | 23 November 1991 |
| 92-236 | NCC Yamamah | Norway | Mombasa, Kenya | Durban | 18 March 1991 |
| 92-237 | NCC Yamamah | Norway | Port Kelang, Malaysia | Durban | 11 July 1991 |
| 92-238 | NCC Yamamah | Norway | El Jorf Lasfar, Morocco | Durban | 30 August 1991 |
| 92-239 | NCC Yamamah | Norway | Tees, United Kingdom | Durban | 8 January 1992 |
| 92-240 | Norgas Voyager | Norway | Houston, United States | Richards Bay | 20 December 1991 |
| 92-241 | Nortank Gulf | Norway | Cotonou, Benin | Durban | 26 September 1991 (pre) |
| 92-242 | Nortank Gulf | Norway | Toamasina, Madagascar | Cape Town | 2 October 1991 (post) |
| 92-243 | Obo Basak | Turkey | Amsterdam, Netherlands | Richards Bay | 11 February 1991 (post) |
| 92-244 | Obo Engin | Turkey | St. Eustatius, Netherlands Antilles | Saldanha Bay | 18 December 1991 (post) |
| 92-245 | Obo Vega | Panama | Jeddah, Saudi Arabia | Saldanha Bay | 27 May 1991 (post) |
| 92-246 | Obo Vega | Panama | Amsterdam, Netherlands | Richards Bay | 25 July 1991 (post) |
| 92-247 | Obo Vega | Panama | Jeddah, Saudi Arabia | Richards Bay | 6 December 1991 (post) |
| 92-248 | Ocean Campaigner | Taiwan Province of China | Singapore | Richards Bay | 22 August 1991 (post) |
| 92-249 | Ocean Centurion | Cyprus | Mobile, United States | Saldanha Bay | 22 January 1992 (post) |
| 92-250 | Ocean Mandarin | Taiwan Province of China | Singapore | Richards Bay | 13 July 1991 (post) |

| Case number | Ship | Country of registration | Last known porting a/ | First South African porting | Date of first South African porting b/ |
|---|---|---|---|---|---|
| 92-251 | Ocean Mandarin | Taiwan Province of China | Singapore | Richards Bay | 14 November 1991 (post) |
| 92-252 | Aida | Netherlands | Singapore | Richards Bay | 3 December 1991 (post) |
| 92-253 | Ocean Sovereign | Cyprus | Singapore | Richards Bay | 8 March 1991 (post) |
| 92-254 | Ocean Sovereign | Cyprus | Singapore | Richards Bay | 10 December 1991 |
| 92-255 | Odysse[illegible] | Greece | Pulau Bukom, Singapore | Saldanha Bay | 6 July 1991 (post) |
| 92-256 | Pacific S | Turkey | Mombasa, Kenya | Richards Bay | 26 August 1991 (post) |
| 92-257 | Panthir | Cyprus | Jeddah, Saudi Arabia | Richards Bay | 16 November 1991 (post) |
| 92-258 | Pawnee | Hong Kong | Fujairah Anchorage, Persian Gulf | Richards Bay | 23 August 1991 (post) |
| 92-259 | Permeke | Luxembourg | Ymuiden, Netherlands | Saldanha Bay | 20 November 1991 (post) |
| 92-260 | Perseverance | Singapore | Bahia Blanca, Argentina | Durban | 10 February 1991 |
| 92-261 | Perseverance | Singapore | Bahia Blanca, Argentina | Durban | 13 March 1992 |
| 92-262 | Pinoak | Liberia | Singapore | Richards Bay | 5 February 1991 (post) |
| 92-263 | Pinoak | Liberia | Hampton Roads, United States | Richards Bay | 18 June 1991 (post) |
| 92-264 | Pinoak | Liberia | Singapore | Richards Bay | 5 September 1991 (post) |
| 92-265 | Pinoak | Liberia | Europoort, Netherlands | Richards Bay | 24 October 1991 (post) |
| 92-266 | Probo Baro | Norway | Singapore | Durban | 18 October 1991 |

| Case number | Ship | Country of registration | Last known porting a/ | First South African porting | Date of first South African porting b/ |
|---|---|---|---|---|---|
| 92-268 | Protoklitos 4/ Ocean Voyager | Cyprus | Singapore | Saldanha Bay | 16 June 1991 (post) |
| 92-269 | Protoklitos 4/ Ocean Voyager | Cyprus | Singapore | Richards Bay | 11 August 1991 (post) |
| 92-270 | Ocean Servant | Liberia | Gijon, Spain | Saldanha Bay | 28 September 1990 (pre) |
| 92-271 | Ocean Servant | Liberia | Las Palmas, Spain | Saldanha Bay | 21 February 1991 (post) |
| 92-272 | Rokko San | Panama | Sepetiba Terminal, Brazil | Unidentified port | 6 October 1991 (post) |
| 92-273 | Rokko San | Panama | Singapore | Richards Bay | 6 December 1991 (post) |
| 92-274 | Roxanne | Bahamas | San Lorenzo, Argentina | Durban | 30 May 1991 |
| 92-275 | Saar Ore | Liberia | Hamburg, Germany | Saldanha Bay | 3 August 1991 (pre) |
| 92-276 | Saar Ore | Liberia | Hamburg, Germany | Saldanha Bay | 7 February 1992 (pre) |
| 92-277 | San Nicholas | Greece | Necochea, Argentina | Cape Town | 24 October 1991 |
| 92-278 | Santa Anna | Greece | Singapore | Durban | 22 May 1991 |
| 92-279 | Sea Braves | Liberia | Port Kelang, Malaysia | Durban | 8 September 1991 |
| 92-281 | Sea Commander | Cyprus | Singapore | Richards Bay | 30 December 1991 (post) |
| 92-282 | Searambler | Malta | Apapa/Lagos, Nigeria | Durban | 29 December 1991 |
| 92-283 | Shawnee | Hong Kong | Mobile, United States | Saldanha Bay | 29 May 1991 (pre) |
| 92-284 | Shawnee | Hong Kong | Mobile, United States | Richards Bay | 2 October 1991 (post) |
| 92-285 | Shelley | Liberia | Fremantle, Australia | Durban | 17 December 1991 |

| Case number | Ship | Country of registration | Last known porting a/ | First South African porting | Date of first South African porting b/ |
|---|---|---|---|---|---|
| 92-286 | Smederevo | Yugoslavia | Singapore | Saldanha Bay | 28 June 1991 (pre) |
| 92-287 | Smederevo | Yugoslavia | Gibraltar | Richards Bay | 23 July 1991 (post) |
| 92-289 | South Breeze | Norway | Fujairah Anchorage, Persian Gulf | Cape Town | 10 March 1991 (post) |
| 92-290 | Southern Garland | Panama | Pointe Noire, Congo | Richards Bay | 6 April 1991 (post) |
| 92-291 | St. Emilion | United States | New Orleans, United States | Durban | 21 July 1991 |
| 92-292 | St. John | Cyprus | Europoort, Netherlands | Saldanha Bay | 18 March 1991 (pre) |
| 92-293 | Stainless Commander | Panama | Dar es Salaam | Durban | 17 June 1991 (pre) |
| 92-294 | Stainless Governor | Panama | Texas City, United States | Unidentified port | 27 September 1991 (pre) |
| 92-295 | Stainless Governor | Panama | St. Anna Bay, Netherlands Antilles | Durban | 30 October 1991 (post) |
| 92-296 | Stainless Mariner | Panama | Lisbon | Richards Bay | 7 August 1991 (pre) |
| 92-297 | Stainless Sailor | Panama | Huelva, Spain | Durban | 29 September 1991 (pre) |
| 92-298 | Stainless Sailor | Panama | Huelva, Spain | Richards Bay | 18 February 1992 (pre) |
| 92-299 | Stainless Supporter | Panama | Las Palmas, Spain | Durban | 5 April 1991 (pre) |
| 92-300 | Stolt Falcon | Liberia | Port Kelang, Malaysia | Cape Town | 4 December 1991 |
| 92-301 | Stolt Sydness | Liberia | Sikka, India | Richards Bay | 2 May 1991 (post) |
| 92-302 | Tenhyaku | Panama | Beira, Mozambique | Durban | 22 March 1991 |
| 92-303 | Tenhyaku | Panama | Fremantle, Australia | Durban | 26 June 1991 |

| Case number | Ship | Country of registration | Last known porting a/ | First South African porting | Date of first South African porting b/ |
|---|---|---|---|---|---|
| 92-304 | Theogennitor | Cyprus | Leghorn, Italy | Richards Bay | 22 October 1991 (post) |
| 92-305 | Tomoe 305 | Panama | Devonport, Australia | Durban | 9 September 1991 |
| 92-306 | Tove Cob | Singapore | Rio Grande, Brazil | East London | 30 May 1991 (pre) |
| 92-307 | Trade Endeavor | Liberia | Baltimore, United States | Richards Bay | 2 July 1991 (post) |
| 92-308 | Trade Endeavor | Liberia | Singapore | Richards Bay | 15 September 1991 (post) |
| 92-309 | Trade Nomad | Cyprus | Singapore | Richards Bay | 24 May 1991 (post) |
| 92-310 | Trade Nomad | Cyprus | Singapore | Richards Bay | 28 December 1991 (post) |
| 92-311 | Turpial | Venezuela | Dakar | Durban | 30 July 1991 |
| 92-312 | USA Maru | Japan | Singapore | Saldanha Bay | 10 January 1991 (post) |
| 92-313 | Venice | Liberia | Puerto Bolivar, Colombia | Richards Bay | 17 December 1990 (post) |
| 92-314 | Viking Venture | Liberia | Bahrain | Durban | 13 November 1991 (pre) |
| 92-315 | Viking Venture | Liberia | Mauritius | Durban | 28 November 1991 (pre) |
| 92-316 | Viking Venture | Liberia | Beira, Mozambique | Durban | 6 December 1991 (pre) |
| 92-317 | Viking Venture | Liberia | Beira, Mozambique | Durban | 16 December 1991 |
| 92-318 | Viking Venture | Liberia | Mauritius | Durban | 31 December 1991 |
| 92-319 | Viking Venture | Liberia | Beira, Mozambique | Durban | 19 January 1992 |
| 92-320 | Viking Venture | Liberia | Beira, Mozambique | Durban | 1 February 1992 |
| 92-321 | Viking Venture | Liberia | Beira, Mozambique | Durban | 21 March 1992 |

| Case number | Ship | Country of registration | Last known porting a/ | First South African porting | Date of first South African porting b/ |
|---|---|---|---|---|---|
| 92-322 | Western Guardian | Germany | Karachi, Pakistan | Richards Bay | 8 June 1991 (post) |
| 92-323 | Wind Challenger | Norway | Beira, Mozambique | Durban | 29 December 1990 |
| 92-324 | Wind Challenger | Norway | Matanzas, Venezuela | Durban | 22 April 1991 |
| 92-325 | World Duality | Liberia | Singapore | Saldanha Bay | 19 May 1991 (post) |
| 92-326 | World Duality | Liberia | Mizushima, Japan | Richards Bay | 22 July 1991 (post) |
| 92-327 | World Duet | Liberia | Singapore | Saldanha Bay | 15 March 1991 (pre) |
| 92-328 | World Duet | Liberia | Europoort, Netherlands | Saldanha Bay | 10 August 1991 (post) |
| 92-329 | World Eminence | Liberia | Juaymah Terminal, Saudi Arabia | False Bay | 7 May 1991 |
| 92-330 | World Recovery | Greece | Semangka Bay, Indonesia | Cape Town | 30 March 1991 |

a/ Last known porting refers to the last port at which a call was reported prior to the first reporting of the ship at a South African port, according to the sources of information available to the Intergovernmental Group. The inclusion of this information does not imply that any oil possibly delivered to South Africa in such cases was necessarily loaded at that port.

b/ In cases where a date for the first South African porting was not available, the dates of the prior porting, or the next subsequent porting, are given, whichever is closer, and the notations "post" or "pre" are used, respectively.